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THIS MONTHS THEME: LUCKY CHARMS

ISSN No. 1468-0890

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EDITORIAL

I rarely get vexed about anything I read in newspapers or see on the news. The pressure to fill column inches, exacerbated by the immediacy of the internet, frequently leads to just that—filling and padding.

But, on a sunny Monday morning, I find myself quite exercised by one item. I am writing this the day after the Bulldog Bash, a weekend of which most memories will be of sun, motorcycles and trying to find sun cream because summer is apparently here. But the local press chose to report not that thousands of people had a jolly good time on a former airfield, but that one man had a heart attack.

The facts are that a gentleman in his 50s had breathing difficulties and took himself along to the First Aid tent. There he suffered a cardiac arrest and was promptly resuscitated by the Bulldog's own medical team using CPR and a defibrillator. The chap regained consciousness and was taken off to University Hospital Coventry and Warwickshire by ambulance. Now, while I appreciate all too keenly that this will be a life changing episode for the man concerned (to whom we all wish the very best), let's put this into perspective.

Coronary heart disease (CHD) is the United Kingdom's single biggest killer and most deaths from CHD are caused by a heart attack. It's responsible for around 73,000 deaths annually, or an average of 200 people each day. Now, that's just the figures for deaths. CHD affects 2.3 million people in the UK and there will be a heart attack somewhere in this country every seven minutes. Yes, every SEVEN minutes.

So, why did the Stratford Herald, the Leamington Observer, the Coventry Telegraph, the Birmingham Mail and, yes, ITV News regard a story about someone having a non-fatal heart attack to be a news story? Would this have been deemed worthy of mention if it had been a visitor to a football match, the recent Ashes or even a Saturday afternoon shopping trip? It was something that could have happened anywhere at any time—and does all too regularly—and, in many other circumstances, with a heart-breaking rather than happy ending.

This was, it appears, the only story that the local press could dig up about this year's Bulldog Bash, and two of those sources—the Coventry Telegraph and the Birmingham Mail—having not been able to link this story to gang warfare, drug taking or sheep rustling, managed (sadly unsurprisingly) to also mention the murder of Gerry Tobin seven years ago. ITV took an even lazier approach by digging in its library for a stock photo with which to illustrate this non-story, so that the 'Man Has Heart Attack' item appeared beneath an image of one of the 2008 checkpoints which managed to feature bikers with no less than ten police officers and four riot vans in it. While that may have been an accurate depiction of the event from that year, it certainly didn't portray the 2015 event. But then when has 'Bikers Have Nice Time And Go Home' made for a good story?

BLUE



88 WHEELS & WAVES

Like Wheels Next The Sea. If it was held in the south of France and not Norfolk. Not much like, then...

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KICKBACK DONINGTON

The second Kickback show of the year is almost upon us. Taking place on the 19-20th September at the Donington Park Exhibition Centre in Derbyshire, it promises to be a fabulous wide-ranging collection of all things custom.

Organiser Lorne Cheetham tells us that there will be an amazing display of over 200 customs – in fact, he says, “If you spent just one minute looking at each bike on show, it would take you over three hours to see them all!”. There will be shed-built and pro-built machines, from old school bobbers to the most extreme in streetfighters. In between there’s café racers, brats, scramblers, choppers and just about everything else you can imagine.

But that’s not all – in fact, far from it. Kickback is also proud to be hosting two brand new custom events in the National Trike Show and Cubfest. The former is, as the name suggests, for all trike owners, dealers and fans, featuring top custom machines as well as the main dealers and participants, including The Trike Shop, Carsava, Grinnall, The Trike Guy and our sister magazine, Trike. Trikes are often regarded as a niche interest and it’s good to see their influence and enthusiasts being properly recognised with a national show specifically aimed at all things three-wheeled. Meanwhile, Cubfest is a showcase of the finest customised Honda Cubs. If you visited 2015’s first Kickback at Stoneleigh, you will know what a fascinating scene this is and how it’s bringing something new and innovative to the custom world as a whole.

But still that’s not all! There will also be displays of the best in streetfighters, street racers, rat bikes and rare race motorcycles. Triumph Motorcycles will be present with another superb collection of customs of the like that were so admired at Stoneleigh, while Harley-Davidson will be represented by local dealership, Robin Hood. Oh, and did we mention mental stunt shows courtesy of the famous Two Brothers Stunt Team who will be performing throughout the weekend? In addition, there will also be masses of vendors, selling everything from helmets to clothing to parts.

Kickback Stoneleigh introduced a whole host of young and first-time builders to the general public and many of the feature bikes you’ve seen in recent months in 100% Biker are testament to the incredible showcase this event provides, so we are delighted to once again be the show’s media partner. The bar has been set high, but we reckon that Kickback at Donington will be even better.

All this is just a mere tenner on the door for three shows in one (and a fiver for 5-16 year olds) and, if you’re on a bike, you can park right outside the exhibition centre! If you’re quick, you can even save a few quid by booking tickets in advance at **www.thecustomshow.com**. We will see you there.

HELMETS FOR TRIKES?

As we went to press, the Department of Environment in Northern Ireland was in the middle of a public consultation on a proposal to make the wearing of helmets compulsory for riders and passengers of motorcycle tricycles.

It’s unclear where the impetus for this move has originated, but it represents a worrying precedent. Ian Mutch, MAG president, said: “Statistically the move seems to be trying to address a problem that does not exist. In the six years between 2008 and 2014 there have been only two fatalities and three serious injuries sustained by trike riders in Northern Ireland. No evidence exists to suggest that a helmet law might have affected this tiny number of cases. The move to enforce helmet wearing for trike riders in common with the wider helmet law for all bikers would seem to be motivated more by an unhealthy appetite for conformity than any objective assessment.” We will be watching this story closely and bringing you any further news.

MOTORCYCLE YOUTH

The Motorcycle Riders Association is currently involved in a proposal to start a mechanical youth evening workshop in the Stoke area of Coventry. We assume that’s a mechanical workshop for young people and not teenage robots. The idea is to provide a facility to teach 10-18-year-olds about servicing and repairs bicycles, mopeds, scooters and cars with the hope that some will go onto train as mechanics and technicians. At the same time, the MRA is attempting to form a rally club for over-16s and this club will be helping to marshal the MRA’s Cloverleaf Rally on 11-13th September, full details of which can be found in this issue’s events’ listings. For more details, call Paul Hillock on **07954 032305**.

ONGOING SAGA

Over-50s insurance company Saga has completed the £26.6 million acquisition of motorcycle insurer, Bennetts. Saga clearly has its eye on a future market, pointing out that Bennetts has more than 220,000 customers with 75% of those aged over 40. It added that the UK’s over-50s accounted for nearly one-third of all spending on motorcycling activities last year. We’re not sure whether that’s a sobering or heartening fact, but we’re quite glad we have a while to go before qualifying for a Saga holiday!

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PHOTO: PETER BURNS

MAN OF WALTON!

Congratulations to Paul Barnes of Essex bike café Revved Up who was recently surprised by an award to celebrate his contribution to the local community. He was presented with the award by the Walton Forum group with John Halls of the Walton Forum saying; "Paul at Revved Up brings so many tourists into the town. He does a lot of fundraising and bikers comes from far and wide to visit his café on the seafront, which is one of the few places to attract people all year round." This is a rather entertaining about face by the local bureaucrats who made Paul's life far from easy over the many years - a less determined man would have said 'Sod it' and moved out of the town - but it's to be welcomed that, for once, a biker café is appreciated as a positive asset to an area. The Revved Up café and clothing shop on the seafront in Walton-on-the-Naze is open seven days a week, and you're guaranteed a warm welcome from Paul (seen here with his own XS650 chop) and his lovely lady, Hayley, as well as a pretty good cup of tea. [Blue]



online

<http://omfgdogs.com>: Bizarrely, weirdly, oddly hypnotic.

<http://zoomquilt.org>: No, we were wrong. This is even more bizarre, more weird and more hypnotic. And disturbing.



Sledhead expands

Sledhead Bobbers is expanding! Starting in his garage in Port Talbot back in 2009, founder, Andy 'Keggs' Jones initially built old school bobbers with gooseneck frames of his own design, establishing an enviable reputation.

By mid-2013 it was clear that a larger workforce than just Andy and his son, Levi 'Junior' Jones, and bigger premises were needed. Joining forces with local businessman and entrepreneur, Jason Allen, Sledhead Bobbers moved into a purpose-built unit in 2014 and the company now includes Andy's right hand man and head fabricator, Gareth 'Rugrat' James; experienced motor electrician and car modifier Nathan 'Slappy' Wilkinson and general manager, Mike 'The Hat' Pugh who previously worked for Victory and Harley-Davidson. Andy, however, still personally controls each build from design to completion.

With a recent increase in enquiries for custom builds and bolt-on and modification work, the team decided to create sister company, Sledhead Custom Cycles. SCC specialises in all that is non-bobber, while another recent addition to the Sledheads arsenal are full workshop facilities, providing anything from a basic service to full engine rebuilds, powder coating and more. All service work is completed to Harley-Davidson standards which will maintain warranty where applicable and you get that all important stamp in the book. There's even a Harley trained mechanic/technician for more intricate engine work and rebuilds.

Sledheads has sold custom bikes across Europe and the USA; (there were even hopeful customers from Australia and New Zealand but importation regulations made this too difficult). Andy says he wants to maintain and exceed their top quality work whilst remaining true to their hearts and being completely customer focused, while continuing to ensure the customer gets everything they want, plus that little bit extra. Sledhead Bobbers can be found at Dock Road, Port Talbot SA13 1RS or, for more details, ring Mike on **01639 893487**.



WATCH THIS

You don't have to be a fan of Yamaha's big muscle bike to appreciate this new watch exclusively available from Circus VMaximus, because it's a pretty cool item in itself.

Made in Germany, the white watch face sports a faithful reproduction of the black scale from 0 to 260 km/h that distinguished the original speedometer on the V-Max. For owners of a first generation 'Max with a speedometer that indicates the speed in miles. The 'odometer' is set to '01198.0, in deference to the displacement of the first VMaxes, while the 'trip meter' displays '000.4', which you can work out for yourself. The exclusive watch design is housed in a stainless steel case with a leather strap and the face is protected by scratch-resistant sapphire glass. Available online only for 119 euro from www.circus-vmaximus.com. [Blue]

**MAGAZINE
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See page
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for details

VICTORY ANNOUNCES ELECTRIC STREET BIKE

Well, it's earlier than we'd imagined but, as we at 100% Biker predicted a few months ago, Victory has launched its first all-electric road-legal street bike. The Victory Empulse TT features a sportsbike-style aluminum beam-frame, adjustable suspension and strong brakes, building on the company's focus on performance.

With advanced technology this unique new motorcycle delivers outstanding overall performance, zero-emission output and has a torquey electric motor.

"The Empulse TT was developed primarily as an electric motorcycle delivering a sporty ride," said Victory Electric Product Manager Joshua Katt. "With dual ride modes - ECO and SPORT - to choose from and the addition of a gearbox, the Empulse TT is a versatile motorcycle that can be used for impressively sporty riding or as a casual commuter."

The key features of the Empulse TT include fully adjustable suspension featuring a single rear shock and inverted front forks; dual-disk front brakes; lightweight cast aluminum wheels; the greatest lean angle in the electric class; and a sportsbike-style riding position.

As we reported in January 2015, Victory acquired the motorcycle division of Brammo and has subsequently been working with the Brammo product team to achieve improvements in battery capacity, display function and handling. The Victory Empulse TT is capable of top speeds over 100 mph and it has a high-capacity 10.4kWh battery with a built-in battery charger. The bike's Brammo Power

Lithium Ion battery fully charges up in just 3.9 hours, the quickest on the market. However, as with electric vehicles, the Achilles heel is range. In typical riding, the Empulse TT battery is said to have a range of about 65 miles which, with throttle management and use of the bike's regenerative charging, can be extended to 100 miles.

The new Victory Empulse TT electric motorcycle is scheduled to be available for purchase in the United States in late 2015, although Victory is currently in the process of establishing exactly what the demand will be for the bike before announcing when it will be launched in Europe. [Blue]



WILLIAM SHATNER, BOLDLY GOING...

Back in #191 we brought you news of how the redoubtable William Shatner intended to ride across America on the three-wheeled Rivet which he helped to create with American Wrench.

Well, Mr Shatner did indeed complete his 2400-mile journey, but not quite in the way he's planned. On the first day, the futuristic-looking Rivet snapped its steering assembly, meaning it would only go in a straight line. Now, America is a big country but, sooner or later, corners would be involved.

Mr Shatner said: "We were so embarrassed and struck dumb. What do we do now? We decided to keep going, truck it." At least we think he said 'truck it'. Instead he switched to a Harley trike while the Rivet was banished to the ignominy of a van. He made various stops on his cross country trip to meet fans and well-wishers and even had lunch in my local diner, the Rutherford Family Restaurant in Kingman, Arizona, all filmed by his considerable entourage. Then again, William Shatner is 84 years old and probably shouldn't have been allowed out unsupervised 30 years ago.

Despite his length movie and TV career, Shatner says that the 8-day trip is not only one of the most physically taxing things that he has done,

but one of which he is most proud, raising money as it did for an American Legion Scholarship fund to help cover college expenses for the children of United States military members who have lost their lives while on duty after 9/11.

During his journey on the trike, the actor toyed with the forces of law enforcement by not wearing a helmet, even in states which require the wearing of a lid but he found that the police turned a blind eye. "Really," he said, "I couldn't get arrested!" Those travelling with him called the police and asked them to stop him, to no avail. In the end, on the last day of the trip, Shatner himself rang the Victorville police in California and said, 'We're coming through town and that Shatner isn't wearing a helmet.' The officer on the phone replied, 'Shall we get our movie unit out?' And Captain Kirk finished the journey without a blemish to his record, with no tickets and no arrests. We think he might be a little disappointed about that. [Blue]



ONE MILE OVER THE LIMIT?

A crackdown on speeding could see you facing the full weight of the law, even if you're travelling at just a mile over the limit.

Police in Scotland have opted to scrap any discretionary allowances in favour of a system which will see road users punished for speeding by even a few miles an hour – and other forces are set to follow suit. Currently, guidelines on speeding vary from force to force, with, as a rule of thumb, police allowing a margin of error of 10% plus 2mph. Now, with the accuracy of speed cameras and the like, police chiefs claim there is no need for this margin of error, with warning and fines set to be issued to anyone just 1mph over the posted limit.

Scottish Police will now be issuing an official warning for a first offence. If a rider is caught speeding again, even at one mile over the limit, they will be slapped with a minimum of a £100 fine and three penalty points. If the scheme proves successful, forces across England and Wales are expected to roll it out.

However, the AA has already voiced its opposition to the plans, fearing that road users will spend more time looking at their speedos than the road ahead. AA president, Edmund King said; "If a someone strays over the limit by 2mph, they shouldn't, but it's better that they do that and stay focused on what is going on around them."



Run rabbit run...

New from Chopper Kings are these rabbit handlebars, guaranteed to make your chopper look cool and you aware of every single pot hole in the universe.

Available in chrome or black in 1-inch tube with non-dimpled cable holes, they will fit most Harley models. There will be a free subscription for the first person to fit a set to an Electra Glide Ultra Classic and ride it to Casa 100%. Buy Chopper Kings 'bars from your Custom Chrome Europe dealer. [Blue]

All new Biker Products



◀◀◀ BILTWELL GASOLINA BOTTLE

If you ride a bike with a small tank (or you just keep forgetting to stop), then this could be a cheap and cool backup. Biltwell's 'Gasolina' fuel bottle will hold a litre and a half of fuel, yet still fit in a saddlebag or back bag. Alternately, you can buy a Texas Leather bottle holder (exclusive to Zodiac), as seen here, and strap the canister to your bike. It's intended for petrol and is not water or food safe (although that may not stop some of you from trying!). The Gasolina bottle costs £18, or £67 complete with the Texas Leather holder, both from www.zodiac.nl.



◀◀◀ SPEED GLOVES

These 'Speed' gloves from 78 Motor Co are one of our current loves. Not only do they look super cool, they will also keep your paws super comfortable and protected.

All 78 Motor Co gloves are made from triple hand-stitched Swedish aniline hide (aniline is a type of leather, not an endangered animal – we checked!) with knuckle protection. There's cooling fins on the fingers which direct air up your sleeves, a double layer palm panel and a large Velcro strap to ensure that they close snugly. They're also lined for extra comfort. The Speed is available in black or dune (as seen here), while the Sprint gloves come in black, chocolate or red – we want a pair in every colour, please! The old cliché 'fits like a glove' really does apply to this product. Appropriately enough, they cost £78 and are available from www.78motorco.com.



◀◀◀ BAHN AIR FILTER

Bahn might not be as well-known a name as some of its fellow aftermarket parts manufacturers, but it is gaining a reputation for its precision-machined accessories. The latest of those is a new high-flow air filter, crafted from top-quality aluminium with precision-machined features. An enlarged induction inlet on the cast back plate provides a smooth-flowing path of air to the motor for increased performance over stock. Bahn Air Cleaners are available as an assembly only, or in a full kit with all hardware and mounting brackets necessary for installation on many modern Harley models. For more information on pricing and available, visit www.bahnproducts.com.



◀◀◀ OVERDRIVE GRIPS & PEGS

New from Performance Machine is a matching line of grips, foot pegs and toe pegs in the new 'Overdrive' design. Actually, PM told us it's the new 'power hungry' Overdrive design but we have no idea what that means. It is, however, a worthy addition to Performance Machine's renowned lines of grips and pegs with faceted machined accents. Available in chrome or anodised black finish, they're CNC-machined from billet aluminium and will fit dual cable or electronic throttle applications on most Harley models. Prices start from £34.99; check out www.mageurope.eu for dealers.



◀◀◀ GIVI DEMI-JETS

For the summer, Givi has reinvented its range of lightweight, cool and ventilated demi-jets, with its 10.7 Mini-J getting a new interior for improved comfort and an eye-catching range of graphics. For men (that's Givi's words, not ours), there's a choice of the American or Italian flag, while the ladies now have a choice of 'Summer Pink' or 'Flower Apple' designs. Meanwhile, the Givi 10.8 Urban-J, which is designed for all-year round use, thanks to a wide visor and an easily removable neck roll, gets a makeover with a black and yellow camouflage. We're not sure under what circumstances that colour scheme would be useful. Perhaps if you need to hide in a big swarm of giant wasps. Available in sizes from XS to XL, the Mini-J costs £69.90, while the Urban-J retails for £89.90. Visit www.givi.co.uk or call 01327 706220 for your nearest stockist.

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MOIR IS LESS

On a sunny afternoon at the V-Twin Custom Cycles open day, few people took much notice of the bloke with the extravagant beard or equally extravagant turn-ups

 WORDS & PHOTOS: BLUE



Accompanied by a stunning blonde woman who looked like a model (as indeed she is) and two young girls, many visitors would probably have assumed they were holidaymakers who'd ventured out from nearby Rye for a look at all the gathered motorcycles. And most would go home ignorant in the fact that the said hirsute gentleman not only had a motorcycle outside the V-Twin workshop, but is also one of this country's most successful and revered entertainers of recent times.

Even if folk at the show have listened in on our conversation, they might have been flummoxed by the fact that I addressed him as Jim. This even confused my other half who accompanied me to the photo shoot, which

I'd cheerily described just as 'a really nice Royal Enfield owned by Jim'. When the owner arrived, my other half managed not to gape, although he did turn to me and mouth the words, 'Jim? Jim?! That's Vic Reeves!' 'Oh yes, so it is!' I mouthed back.

I will, for the purposes of this article, call him (the owner of the bike, not my young man) Vic, although, out of the limelight, people refers to him by his real name of Jim Moir. The story of this Enfield starts when Vic saw a pair of Royal Enfield Classic 500s which were being used as props for 'Shooting Stars'. He wasn't a stranger to the marque, having owned a 1960s Enfield Continental GT, but he was rather taken by the new fuel-injected Indian-made model – sufficiently impressed to go out and buy one.

Unlike many celebrities who have taken to motorcycles to enhance their credibility or simply for a good photo opportunity, young Mr Reeves' first means of transport in his teens was an MZ125 and he's always been rather keen on classic Brits, a penchant which he inherited from his dad – also called Jim – who rode and raced Nortons and was a regular visitor to the TT. (Much to the chagrin of his son, by the time Vic was born, his father had decided that the ideal family transport should be a Bond MiniCar, a tiny tricycle powered by a mighty 125cc Villiers engine).

Growing up, motorcycles became a fascination. His father would take him to race meetings at Oliver's Mount in Scarborough, while the family lived just down the road from Jungle, who died





in June and was called by the Daily Mirror, 'the dirtiest Hells Angel in Britain'. His house was a source of fascination to Vic as a young boy, including the coffin which sat in the garden. "This was Jungle's wife's transport," says Vic. "The sidecar she sat in as Jungle roared around on his blackened Triumph. Everything was black in their world – their clothes, their bikes and their faces – years of oil and grime caked on. Years later I was introduced to Jungle and he turned out to be a thoroughly nice chap."

Vic found that the Enfield suited him down to the ground. He admits that he likes to pootle around rather than travel at top speeds, despite the fact that – as those of you who saw the BBC programme 'Racing Legends' will know – his lifelong hero is Barry

Sheene. He got to ride Sheene's championship-winning Suzuki RG500 at Oliver's Mount and I asked him what that was like. "Incredible," he replied. "And utterly terrifying!" As much as that was a moment of a lifetime, I suspect he is happier gently ambling around the roads of Kent. Earlier this year he was spotted on a Triumph taking part in Maidstone's Distinguished Gentleman's Ride, a day out which combined three of his loves – motorcycles, his wife Nancy (who you see here) and tweed.

Having owned the Enfield since new, Vic fancied making a few changes to the bike and he found a willing collaborator in the shape of Nick Larkin at V-Twin Custom Motorcycles. Despite not being a huge fan of Harleys which is Nick's stock in trade, the two hit

it off. Nick says; "Jim was great because he came in knowing what he wanted, which makes a job so much easier, but he also then gave me a free hand on the extras." Vic reckons that he just gave the bike to Nick and let him get on with it, but Nick says that Vic actually had a lot of input into the bike, being resolute on some items and willing to let Nick have his way on others.

Unsurprisingly for a gentleman whose passion is the golden age of British motorcycling, Vic's plans didn't include apehangers, extended forks or a massive sissy bar. Or, for that matter, a coffin sidecar. Instead, he wanted the little Enfield to look even more classic and sporty – and I would like to say that, throughout the whole afternoon we spent together, at no point did Mr

HE GOT TO RIDE SHEENE'S CHAMPIONSHIP-WINNING SUZUKI RG500 AT OLIVER'S MOUNT AND I ASKED HIM WHAT THAT WAS LIKE. "INCREDIBLE," HE REPLIED. "AND UTTERLY TERRIFYING!"





UNLIKE MANY CELEBRITIES WHO HAVE TAKEN TO MOTORCYCLES TO ENHANCE THEIR CREDIBILITY OR FOR A GOOD PHOTO OPPORTUNITY, YOUNG MR REEVES' FIRST MEANS OF TRANSPORT IN HIS TEENS WAS AN MZ125

Reeves utter the much overused word 'bobber'. However, at the heart of the project was the idea of stripping away what was superfluous and giving the Enfield a much neater, slimline look. In its natural state, the model has a full front mudguard, wide handlebars, jaunty chrome mirrors and exhaust pipes which look like they could launch substantial potatoes to repel tailgaters.

The front end is Royal Enfield, with Triumph external springs

in place of the standard covers and the lardy mudguard swiftly removed and lost. Above the wheel, things were made considerably neater without losing the look and feel of the Enfield. Clubman 'bars have been mated with the Enfield grips, although covered in brown perforated bicycle wrap. To give a real 1950s feel to the front, Nick modified a vintage headlight to accommodate a period and slightly distressed Smiths speedo,

along with a Wipac ammeter.

At the other end, the stock 19-inch wheel has been replaced by an altogether butcher 16-inch rim, clad in Avon rubber. The original rear 'guard, which was not a thing of great beauty, has been dispensed with in favour of a neat ribbed Triumph mudguard, atop which sits a tiny taillight with the numberplate beneath.

The colour was one of the areas in which Vic knew exactly what he wanted; the drab blue



SPECIFICATION SHEET

ENGINE:

2010 Royal Enfield Bullet 499cc single, fuel injection, Pipercross air filter, standard gearbox, Power Commander ignition, one-into-one heatwrapped exhaust with upswept tulip end can.

FRAME:

Royal Enfield single down tube, all lugs and unnecessary bracketry removed.

FRONT END:

19" wheel with relaxed spokes, 3.00 x 19" Avon Speedmaster MKII tyre, stock brakes, Goodridge brake lines, Royal Enfield Bullet forks with external Triumph springs, Enfield GP yokes, Clubman handlebars, stock switchgear, standard grips with bicycle wrap, 1960s Smiths speedo, vintage headlight modified to take speedo, stainless handmade mounts.

REAR END:

16" wheel relaxed with stainless spokes, 5.00 x 16" Avon S-M MkII tyre, Enfield swinging arm, Hagon shock absorbers, Triumph ribbed mudguard, Easyrider taillight.

MISCELLANEOUS:

Modified Enfield petrol tank with Crime Scene Choppers filler cap, seat by Mother Road Customs.

PAINT & FINISH:

Paint by Dennis at D-Lucks Custom Paint, Brighton.

THANKS TO:

"Dennis at D-Lucks; Pete and Ian who prepped the tank and painted frame and headlight."



THE DRAB BLUE IS IN HONOUR OF HIS FATHER WHO SERVED IN THE FLEET AIR ARM ON AIRCRAFT CARRIERS AND TO WHOM VIC CREDITS HIS LOVE OF MOTORCYCLES

is in honour of his father who served in the Fleet Air Arm on aircraft carriers and to whom Vic credits his love of motorcycles. As for the X1-A insignia, well, I thought I had that one cracked. "Let me guess," I said to Vic, "The X1-A was one of the supersonic aircraft built to collect flight data on supersonic flight and it was described as a 'bullet with wings' and this is a Enfield Bullet..." "That's good," was the reply, "But actually I just liked the lettering!" Sometimes things are just what they are.

Vic admits it's not the most comfortable bike in the world to ride (and Nick too says he wouldn't want to go touring on

it), while Nancy didn't seem too upset that it's a single seater. But it does look pretty cool and, without going down a radical path, the little Enfield has been transformed. It's clear that Vic is happy with the end result and it's a bike that will be used (when he can keep Nancy or either of his twin daughters off it, that is!), while Nick enjoyed working on something other than a Harley so much that he's keen to take on more Enfield builds. Meanwhile, you're quite likely to see this bike out on a saunter in the south east of this land. He might be one of this country's most famous comedians, but Vic Reeves takes his motorcycles very seriously. ☒



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WORDS & PHOTOS: STU GARLAND

THE FARMYARD PARTY

DUNCOMBE PARK, HELMSLEY, NORTH YORKSHIRE

For many thousands of discriminating bikers in the UK, the Farmyard Party has come to represent the indisputable high point of the UK biking calendar

As if to prove the point, ten years on from the devastating flash flood that very nearly finished off the event for good, more partygoers than ever turned out to enjoy what probably has to go down as one of the best Farmyards to date.

Cresting the uphill approach road inside the grounds of Duncombe Park and swinging around in front of the stately home, the extent of the tented sprawl up ahead would have made it immediately obvious to anyone who's ever attended a Farmyard Party that this one was a biggie. For the organising team, Pete Walker and his doughty crew from Yorkshire MAG, this must have been extraordinarily satisfying, not only because such an attendance made all of the volunteers' hard work worthwhile, but also because the increased gate money would boost the size of donation made to the Motorcycle Action Group's fighting fund. And, after all,

that's been the Farmyard's reason for being since Day One – to help ensure that MAG is able to continue its invaluable work in the protection of riders' rights.

I'd set off from Down South in glorious sunshine, but before the halfway mark of my 250-odd mile ride, this had been replaced by unbroken cloud cover accompanied by a significant drop in temperature. Still, at least I was able to maintain a decent (if grossly illegal) rate of knots. Until, that is, I reached the infamous M1 roadworks near Sheffield. They only last for a couple of dozen miles, but riding at a hugely frustrating 50mph, it seems to take an eternity. The relief, however, of leaving the M1 and winding it up again along the M18 proved to be short-lived because, a few miles further on, the A1 north was rammed solid with nose-to-tail traffic.

Some way past Doncaster, the cause of the slow-moving tailback became clear – a crawling low-loader carrying a museum piece diesel locomotive. On a Friday





**THAT'S BEEN THE FARMYARD'S
REASON FOR BEING SINCE DAY ONE – TO
HELP ENSURE THAT MAG IS ABLE TO
CONTINUE ITS INVALUABLE WORK IN THE
PROTECTION OF RIDERS' RIGHTS**

bloody evening? Along a lengthy two-lane stretch? What bright spark organised that then? 'Bright' and 'spark' weren't the words that immediately sprung to mind, though...

The Farmyard has traditionally been staged over the course of the weekend falling closest to the summer solstice, guaranteeing that the event benefits from the maximum amount of daylight, and in such relatively northern climes, the darkness of night lasts no more than two or three hours at this time of the year. There's a bit of a downside to this, though, in that latecomers like me (who don't wear a watch) can be fooled into thinking it's much earlier than it really is. Having put up the tent a stone's throw from the main stage, I decided to have forty winks before venturing out. My nap was soon being punctuated by the great party sounds of Friday's headline act, Badness. They're essentially a Madness tribute outfit but can also

successfully stray into two tone and ska territory. It was an inspired booking; the crowd entered into the spirit of the act, cheering fit to bust after the band's 'Baggy Trousers' finale. Cock on.

The Riders' Rights marquee – hosted by the ubiquitous NABD Chairman, Rick Hulse – and the Blues tent – with Stevie Simpson at the helm – were still going strong, though, both packed to the gills with partygoers. Outside, in typical Farmyard fashion, were



hundreds of magnificently drunk revellers, good-natured to a man. Or woman. Along with a friend, Will, I spent the wee hours in the bar that remained open long after everything else had packed up – such a thoughtful, civilised arrangement, that. One of our fellow imbibers was ex-Member of Parliament and now MAG activist, Lembit Opik – erm, ‘enjoying’ himself to the full, shall we say. I observed that, judging by his carefree nature, he wouldn’t be seeking re-election, then. Lembit replied along the lines of ‘F*ck no – never again!’ before weaving his way off to bed in broad daylight. Personally, I finally called it a night at around 6am.

I awoke a few hours later to the sound of rainfall. What was going on? This wasn’t supposed to happen... Ignoring the precipitation, I set about wandering the camping areas with camera tucked, for the most part, inside of my jacket to keep it dry. You won’t, of course, be at all surprised to hear that the inclement weather failed entirely to dampen anyone’s spirits (not as far as I could tell, anyway), and the fires that were still alight from the previous night and burning healthily despite the rain seemed to represent a collective defiance in the face of adversity. Nevertheless, traders who’d had the

foresight to stock up on cheap rain macs certainly made a killing over the next few hours.

Around noon, there was a brief flurry of activity when the air ambulance helicopter arrived on site and whisked an unfortunate young lady away for emergency treatment; happily, she subsequently made a full recovery and is absolutely fine now.

Although the threatening grey clouds persisted – as if to remind people not to become too complacent – the rain finally abated at around 1pm. The cessation was quite timely, as, by now, the renowned Farmyard Party custom show was well underway. For such an informal and relaxed gathering, the Farmyard show never fails to impress and surprise in equal measure at, respectively, the high standard of build across the board and the inevitable quirkiness of some of the entries. Arse-in-the-air, tuned-to-buggery ‘fighters rubbed shoulders with elderly classics in original, restored or customised trim, while freshly-built straight from the bench chops mingled with uniquely-inspired, truly one-off trikes, as well as a couple of individualised scooters and step-throughs. Apparently, however, one or two of the judging decisions ultimately proved a little, er, controversial, which was a shame, but then again,



you're never going to please all of the people all of the time, I guess.

Another well-established feature of Farmyard proceedings runs concurrently with the custom show. The Slapped Arse Comedy Show, in a crammed main tent was, as usual, organised and hosted by the ever-sharp and hard-working Rick Hulse. His efforts didn't disappoint; a lass by the name of Nina Gilligan was the opening act, and she went down a storm. Her 'vajazzle' routine, in particular, was just brilliant, and I'm sure it won't be long before Nina becomes a TV regular. I also have to mention newcomer, Tom Little, whose slow-burning style won over the crowd, as well as exuberant headliner, Johnny Awsum, who rounded off proceedings in fine style.

For reasons not unconnected with my birthday falling on the longest day of the year, and my missus Chris being 250-odd miles away at home, I was, unfortunately, unable to remain at the Farmyard for the entire duration, obliged, I suppose, to sacrifice journalistic professionalism for pragmatism that promised domestic calm. Just to rub salt into the wounds, my departure coincided with the parting of the clouds and a rally site now bathed in bright sunshine...

OUTSIDE, IN TYPICAL FARMYARD FASHION, WERE HUNDREDS OF MAGNIFICENTLY DRUNK REVELLERS, GOOD-NATURED TO A MAN. OR WOMAN

Bloody typical.

All the same, as far as I'm concerned, even this condensed Farmyard experience was well worth making the effort for, and you can certainly count me amongst the aforementioned folk for whom this event constitutes a highlight of the year. I can't recommend it highly enough, so I'd strongly urge those who've never been, or anyone who might remain undecided, to make a point of putting next year's Farmyard Party firmly on the agenda. Thousands of bikers can't all be wrong, after all... ☺

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OSCO EMERGENCY BAG £5.50

The Osco Emergency Sleeping Bag is small enough to keep permanently tucked in your pocket or backpack and it could just save your life if you break down in the middle of nowhere in inclement weather. Designed to reflect up to 80% of radiated body heat, it measures 34" x 84", so more than big enough for the average person. You could also find it a huge bonus when that night at a rally turns out to be colder than Carol Kirkwood predicts. It's £5.50 well spent from www.customcruisers.co.uk.



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Scottish company Vango has been producing camping equipment for almost 50 years and this is from its Ultralight range, designed, say Vango, for 'serious adventures'. As well as double layer construction (with a middle layer with tiny aluminium dot to keep the heat in), it features a hood, an internal pocket for valuables, and the Vango Thermal Embrace System with a slightly elasticated inner lining which hugs the body and removes air pockets. It also packs down to less than 9 inches all round. Visit www.twistmoto.co.uk.



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COLEMAN BIKER BAG £29.95

As the name suggests, Coleman has designed this sleeping bag with bikers in mind, as well as cyclists and backpackers – in fact, anyone for whom space is at a premium. The mummy-style bag packs down neatly and has its own dry bag with a compression valve for the most compact storage available. However, because it is designed to pack down, the bag is quite thin and probably best suited to summer nights. For stockists see www.coleman.eu.



DD HAMMOCKS JURA 2 £62.00

DD Hammocks is, as the name suggests, a specialist in hammocks and was started by seasoned traveller Nick Vansittart after he found a hammock to be lighter, more compact and more comfortable than tents. The Jura 2 bag is designed for sleeping in hammocks, but we like the fact that it has a waterproof foot bag so you can sleep with your boots on. You simply step into the foot bag and then pull the double zipped sleeping bag up around you, which is a godsend for those of us who are really lazy or frequently need to make a quick exit from places. For details, visit www.ddhammocks.com.



RANGER SUPER-LITE £39.95

Ranger sleeping bags are designed to be compact and lightweight, as well as keeping you as warm as possible. The Super-Lite is recommended for use from spring through to late autumn although the makers say it's usable down to -13°C. For goodness' sake, that's sleeping in snow, which is probably why this model is also used by the military. It has a soft inner, draw cords, Velcro, loops, a two-way anti-snap zip and its own compression sack. Available from www.meanandgreen.com.



COLEMAN BRECKENRIDGE £65.00

If you're still at that lovey-dovey stage where you just want to be together and you consider that snuggling up together while your partner breaks wind in an enclosed space to be romantic, then consider a double sleeping bag. At around 60 inches wide and 89 inches long, it will be a comfortable fit for most couples (or, of course, very good friends) but you're guaranteed to be warm. It has a zip down either side when one of you has to nip to the loo. Or get away from the fetid wind. The downside of the double bag is that it doesn't pack down to a particularly small size. Currently on sale for half the original price at www.millets.co.uk.



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KIZUNA

You will rarely find a more passionate bike builder than Enrico de Sena, the man behind Boss Performance Motorcycles

 **WORDS & PHOTOS:** FLORIS VELTHUIS





Born and brought up in Italy, he has now made his home in Germany where he has established a shop in Hamminkeln in the west of that country. It's been a long, hard journey for Enrico, but his love for building custom bikes has never wavered, even when times have been tough. Now he creates motorcycles which have a recognisable style, uniting vintage handwork and craftsmanship, as in 'Kizuna', a project in which he combined Italian temperament, Mexican joie de vivre and the spirit of the Samurai.

All of Enrico's bikes have those perfect lines that seem to be the prerogative of Italian builders, combined with the aerodynamics

of Salt Flats racers and, above all, passion. Enrico creates both his bikes and parts with extreme precision, yet also avoids making them too smooth or clinical. Quite to the contrary, in fact – many of his builds have a steam punk look to them, raw and unpolished and all too clear that these are built by bare greasy hands, not by machine. Although the styling of Boss Performance's bikes is unique, I admit that it puts me in mind of Shinya Kimura whose Yamaha MT-07 featured in our last issue (100% Biker #197, 'Faster Son') and whose bikes are also perfect in their imperfection.

The story of the Kizuna project began when Torsten Haslsteiner was telling his friend Dimitrios

**ENRICO CREATES BOTH HIS BIKES AND PARTS
WITH EXTREME PRECISION, YET ALSO AVOIDS
MAKING THEM TOO SMOOTH OR CLINICAL.
QUITE TO THE CONTRARY, IN FACT...**



Georgoulas (known as Jimi) about his dream of owning a custom Harley. Jimi is, like Enrico, an old school craftsman, although his chosen métier is leather. Jimi told Torsten about Boss Performance and then directed him towards Enrico's website. Torsten was suitably impressed, and it wasn't long before he was in touch with Enrico.

When they met, one of the first questions was what style should the proposed build be? Enrico had, for some time, been keen to create a chopper using the Japanese styling cues popularised by Kimura, while Torsten was – literally – miles away, with ideas about something drawn from Mexican traditions. They came to a decision to combine those styles, even if they might not seem an

obvious partnership. To Enrico, the notion of sunny happy Mexico and the contrasting Santa Muerte cult could be dovetailed with Japanese calligraphic lines. Viva la Mexico meets Samurai – why not! Beer may have been involved in this decision...

It's no secret that a standard Harley softail can be transformed into a fine looking chopper without the need for major frame modifications, and the Kizuna project confirms that. The frame is more or less standard, lowered to the ground by the use of a custom rear shock absorber and a shorter spring in the WLA forks. The only time the grinder needed to be fired up was to remove the extraneous mudguard struts as Torsten wanted it to be a solo ride.

Torsten had hoped to be able

TORSTEN HAD HOPED TO BE ABLE TO HELP WITH A LOAD OF AFTERMARKET CUSTOM PARTS THAT HE'D COLLECTED. THIS WAS SOMETHING OF A PROBLEM FOR ENRICO...





to help Enrico by presenting him with a load of aftermarket custom parts that he'd collected. This was something of a problem for Enrico, however; he is an artist who prefers to be allowed creative freedom on a project without trying to make other people's components fit into his vision. A second problem was that the bits Torsten had already bought weren't just inferior 'cheap on eBay' parts, but good quality stuff. Regardless, Enrico just couldn't get enthused about the petrol tank he was given or the angular Bonanza handlebars or the crown-shaped filler cap. But how to tell Torsten?

To distract himself from this dilemma, he threw himself into making the rear mudguard, focusing on beating and rolling the one-off fender. Then he created the rear taillight, but that still left him with some spare material. He stood back and pondered on what to do with that; apart from the economical reason of using everything up, he figures that if a customer has paid for a piece of steel, as well as his labour, then he should get the most for his money. But what could he do with this steel? Maybe an air filter? That idea was quickly rejected and finally that bit of mudguard moved from the rear to the front of the bike to form the little screen above the 1930s headlight. Suddenly the project really took on life and it became less difficult, once he had seen the progress, to persuade Torsten to keep all his shiny purchases for another bike!

The 1340 Evo engine was in good shape and a quick look inside revealed that all it needed was an exterior makeover, which came in the shape of a set of Panhead-

style rocker covers and some beautiful engraving. Now the modern engine springs into life after a firm kick on an old school kicker pedal, growling through a one-off set of pipes made by Enrico and capped with an old exhaust clamp. A similar exhaust clamp, found lying around, was used to mount the speedo in place. He also managed to find a set of seat springs from a pre-war German motorcycle which set the saddle rolling. He made up a base, and then passed it to Jimi for upholstery. What Enrico does with steel, Jimi does with leather as you can see by the great job he performed on the coloured seat, uniting the Mexican and Japanese themes together (although, it must be said, by now Enrico's favoured Japanese theme was winning out over Torsten's hopes for something from Central America!).

Meanwhile, Enrico was working on the oil and fuel tank, the former adorned with a steel flying wheel, while he went to town on the petrol tank with its



SPECIFICATION SHEET

ENGINE:

Harley-Davidson 1340cc V-twin, Panhead-style rocker covers by Boss Performance Motorcycles (BPM). S&S Cycle Shorty carburettor, air filter by BPM, Harley 5-speed gearbox, stainless 2-into-1 exhaust system by BPM.

FRAME:

1995 Harley-Davidson twin downtube softail.

FRONT END:

16" spoked wheel, 5.00 x 16" Firestone Deluxe Champion tyre, Harley brakes, modified Harley WLA springer forks, modified V-Team handlebars, DBBP risers, grips by Inglorious Basterds, mudguard by BPM, 1930s headlight with one-off 'screen' by BPM.

REAR END:

16" spoked wheel, 5.00 x 16" Firestone Deluxe Champion tyre, Harley brake, mudguard and struts by BPM, taillight by BPM.

MISCELLANEOUS:

W&W Cycles fuel tank modified by BPM, oil tank by BPM, battery box by BPM, seat base by BPM and covered by Spirit Leather, K-Tech foot controls, Motogadget speedo modified by BPM.

PAINT & FINISH:

Enrico at Boss Performance Motorcycles. Engraving by Katharina von der Eiche.



THERE WAS TALK OF APPLYING SOME PINSTRIPING, BUT THEN ENRICO HAD A BETTER IDEA WHICH COULD BE DESCRIBED AS INSPIRATION FROM THE SPIRIT OF THE SAMURAI!

unique brass caps, fuel glass and crazy cable holder. All the metal was roughened up with a grinder and then coated in a thick layer of Owatrol, a highly penetrating air-drying oil which protects against wind, weather and, of course, rust.

There was talk of applying some pinstriping, but then Enrico had a better idea which could be described as inspiration from the spirit of the Samurai! The Samurai wore armour and what better adornment for this bike than pieces of 'armour'? Enrico made these up in 2mm thick brass and they were then mailed to Katharina von der Eiche who spent 70 hours turning rough

panels of metal into pieces of filigree brass artwork.

The finished product may not have been what Torsten originally had in mind, but he is understandably overjoyed, while the bike has attracted attention throughout Europe. Perhaps the Kizuna project – and Enrico's outlook on building – can be summed up with the haiku-like motto he wrote upon its show card at the 2014 AMD World Championship of Custom Bike Building (where it finished 4th in the Modified Harley-Davidson class). Start where you are... Use what you have... Do what you can... ☘



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WORDS: ODGIE PHOTOS: ODGIE & BOSUN

DIRTQUAKE 2015

NORFOLK ARENA, KING'S LYNN, NORFOLK

I've long suspected Blue of having witch-like tendencies. Yeah, I was riding at Dirtquake and would do the coverage, and then her follow-up email went, 'Make sure you've done the write-up before they bandage you up.'



Her prescience is unnerving, for here I am typing away with a fat crepe bandage on my right hand. Hmmm.

Dirtquake IV. What an absolutely kicking gig – zany doesn't even begin to describe it. The principle is simple; the small but dedicated crew of Sideburn magazine take over a speedway track (in this case King's Lynn in deepest Norfolk), lay on a bunch of top entertainment, and invite nutters to come and race. Classes are self-explanatory - Ladies, Harley, Street Tracker, Inappropriate Road Bike, and obviously Chopper. Definitely on the wackier fringe of biking, Dirtquake caters for that whole Groovesickle, madcap-retro, Trip Out type of fun, where no-one takes anything too seriously, but everybody has a right good old-fashioned blast.

The whole shebang kicks off with the Friday night DTRA Championship races. This is the real serious racing, where the top professional guys already have their bikes sideways half way down the straight, while the Vintage heats see everything from side-valve Harleys to 1930s girder/rigid BSA singles competing

with hot Triumph and Beesa unit twins. Then the Ken Fox Wall Of Death put on free shows while the band played in the bar. Groovy. Saturday the real bedlam takes place. Ninja turtles delivering pizza, limbo on a sideways dirt bike, kids BMX race, motorised Davros and his cosmic band, Panda cars, more free Wall Of Death shows, partying cybermen and policemen who lose their clothes. Oh and the racing. You wouldn't believe how much fun you can have watching bikes go round in a circle, and the dafter the bikes the better. It really is a great format, everyone makes the effort, whether they're trundling round on a moped in fancy dress, or doing their best to not fall off up front. It's a big, wide, long track, so you can really get a move on, and you're pulling a fair old speed down the straights. Then as the saying goes 'Go Fast, Turn Left.'

All the way through the field there were hard-fought battles – with a vast range of both machinery and abilities, there's always someone against whom to dice. Guy Martin retained his crown by winning both the Harley and Chopper Finals, the women showed they know how to race hard in a tough



EVERYONE MAKES THE EFFORT, WHETHER THEY'RE TRUNDLING ROUND ON A MOPED IN FANCY DRESS, OR DOING THEIR BEST TO NOT FALL OFF UP FRONT





DIRTQUAKE CATERS FOR THAT WHOLE GROOVESICKLE, MADCAP-RETRO TYPE OF FUN, WHERE NO-ONE TAKES ANYTHING TOO SERIOUSLY, BUT EVERYBODY HAS A RIGHT GOOD OLD-FASHIONED BLAST

Ladies Final, an extrovert French dude in a pink tutu riding a bloody R1 Yamaha of all things stole the show in IRB, and some dodgy old bloke from Preston on the world's scruffiest CB350 was in the Street Tracker Class. I actually won my first heat, much to my surprise, but the track had been watered I found a slick spot in my second race and lost the front end. Despite pushing so hard I wore my steel shoe out, I couldn't keep it upright and went arse over tit. I guess I just went faster than my skill set (not like me at all...), although I did pick up it, kick-start it and chase after the pack to grab a fifth.

And then it's only after you stop you realise how much you've hurt yourself... Like it says in the pre-race instructions, 'These Tracks Bite.' The surface is packed so hard it's actually like rough concrete, and the local A&E was kept busy all day with Dirtquake riders. And it tore me brand new hand-made chequered kegs to shreds. Bugger. But I bandaged up me hand (if it's good enough for Dick Mann or Dave Aldana, it's good enough for me), and made the Final. Which, er, I bloody won. Crikey. No-one was more surprised than me, and a really proper good race with a guy on a hot GS750, who slid up the inside of me, then I passed him back, and then he was chasing me all the way to the finish, with TV star Charley Boorman coming in a close third behind us on a W650 Kwak. I make that one up for 100% Biker then! And a bloody great race. Fabby.

Despite its relative small size and low-key advertising, Dirtquake attracts riders from all over Europe, we saw plates from Germany, Holland, Italy, Switzerland, and the French in particular were out in force this year. And don't let anyone tell you that the French don't have a sense of



humour, or, indeed, that they don't know how to party. With a bandaged right hand, a twisted left elbow, a banged right knee and a sprained right ankle (yet the bike fell on my left leg – so how come that's the only limb still working?), I had to brave the absolutely manic Gallic moshers to get the band photos - which was far more scary than being out on track.

Dirtquake really is a blast. Like The Trip Out or Hipsville or the even smaller, less advertised events which are starting to pop up round and about, it caters for a small, niche crowd who love their old-school bikes and know how to party like the good old days – and in this case with the added bonus of some wacky races. It's a barmy bit of fun, and with the venue being tucked away on the outskirts of both biking and the country, you have to make the effort to be there. I think my mate Gill summed it up well, she'd never done Dirtquake before, but she's a thoughtful type. We were all sat drinking our beers around midnight, with the band still wailing away, people still jigging like there was no tomorrow, the turtles still moshing, Davros Daleking about in the crowd, little girls riding past stood on the seats of their BMXs on one leg, Woody still firing his revolver in the air, and she said, 'You know what, because it's such a small niche event, everybody's here for exactly the same reason, they've all made the effort to come from all over the place, and it's like a big family party. Absolutely everybody you see is here to really, really enjoy themselves and have fun.' Aye, got it in one, sister. ☘



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NATHAN'S CX500

One of the many ways we find feature bikes is when someone takes the trouble to email us. Over the years I've found that the more self-deprecating a person is about their motorcycle, then conversely the more likely it is to be pretty damn good. And so it was with this bike

WORDS & PHOTOS: BLUE



A few months ago, Nathan dropped me an email which simply said; 'I have a couple of bikes that I've recently finished building and I wondered if they're something which can be shown in 100% Biker. Sorry to waste your time if not...'

I clicked on the attached picture, waited for it to open and then said, 'Ooh'. Then I said 'Ooh' again. Several times. The first bike was a Ducati and you will be seeing that in a future issue, while the second bike was a Honda CX500. Now, I've seen a few Honda CX500s in the last couple of years. Actually, I think I've seen more CXs in the last two years than I have in the rest of my life given that, to my continuing mystification, they are

increasingly popular. But rarely have I seen a modified CX500 done quite as well and quite so attractively as the conversion that Nathan has performed on one of Honda's first V-twins.

The other bike was actually Nathan's first project (no, I'm not showing you a picture just yet – you'll have to have patience, although it is certainly worth waiting for) that he built because he had one of those landmark birthdays that ends in a zero. I will be indiscreet and also say that it starts with a four although Nathan's one of these people who could have passed for saying it was his 30th birthday. I'd hate him if he wasn't such a nice guy. He explains how the CX build came about: "I purchased the

RARELY HAVE I SEEN A MODIFIED CX500 DONE QUITE AS WELL AND QUITE SO ATTRACTIVELY AS THE CONVERSION THAT NATHAN HAS PERFORMED







SPECIFICATION SHEET

ENGINE:

Honda CX500 80° v-twin, valve covers and other covers polished, carburettors rejetted, new float needles, sonic cleaned and polished inners, pod air filters, velocity stacks by owner, Ignitech CZ ignition system, 2-into-2 exhaust system with homemade link pipes and slash cut stump exhausts.

FRAME:

Strengthened Honda CX, modified to fit new seat unit. Powder coated subframe.

FRONT END:

19" Honda CX500 Comstar wheel, Bridgestone 3.25 x 19 Battleax BT45 tyre, totally rebuilt and refurbished calipers, new seals and bleed screws, Honda CX500 forks with new seals, powder coated yokes, braided brake lines, clip-on handlebars, polished master cylinders, switchgear stripped and polished, Ducati idiot lights fitted into fuse cover on top yoke, Daytona Digital speedometer with mechanical to digital connection for correct calibration, 53/49" chrome headlight fitted sidelight and clear glass.

REAR END:

18" Honda CX500 Comstar wheel with new bearings, seals and lock nuts, Bridgestone 4.00 x 18" Battleax BT45 tyre, new adjustable shock absorbers, undertray fitted in place of rear mudguard, Yamaha R1 taillight.

MISCELLANEOUS:

Honda CX500 fuel tank, new fuel tap and inline glass filter, German-made twin seat upholstered in leather, custom made battery box, gel battery, sidemount number plate mount, modified electrics, bullet indicators, engineering by owner and neighbour.

PAINT & FINISH:

Graphite grey satin and gloss, Lamborghini orange and vintage cream by DJ Spray Service of Aslacton, Norfolk. Powder coating by Aerocoat.

THANKS TO:

"DJ Spray Services."



donor bike on a whim. I'd finished the previous project and it was New Year, there was nothing on the telly and I was getting bored. Funnily enough, I paid the same amount as the figure on the numberplate." However, dear readers, that will remain a mystery to you because, just purely on the grounds of aesthetics, Nathan unbolted the plate before I took the photos, although you can guess it was under £999!

"This was supposed to be a project which would last me a year or so," Nathan continues, "But no – within a day it was in bits! There were a few issues; the front wheel lock was definitely locked. It wouldn't budge and, after much blood and sweat I decided to find a replacement. Okay, I gave up on it!"

"Rerouting the wiring harness proved to be a pain because I wanted to hide the wires but still keep all the lights and gauges. In

the end, I hid most of it under the tank and then moved the battery to under the engine.

"I took the airbox off and then later wished I hadn't! I didn't realise at the time just how much of a headache this can cause with the carbs and the running of the bike. After a lot of research, I decided to rejet the carbs and made a velocity stack to allow decent air flow and help with the acceleration. This required much testing and adjustments. The bike isn't exactly quiet, so I had to roll the bike down the road on numerous occasions before

"I PURCHASED THE DONOR BIKE ON A WHIM. I'D FINISHED THE PREVIOUS PROJECT AND IT WAS NEW YEAR, THERE WAS NOTHING ON THE TELLY AND I WAS GETTING BORED"





THERE WAS NO HUGE BUDGET HERE, BUT A LITTLE OFF-TANGENT THINKING ON PARTS, AND EVERYTHING DONE WITH A HUGE AMOUNT OF CARE AND DETAIL

starting it up just so I didn't annoy my neighbours!

"I found the internet was really helpful during the build, and I learned a lot from watching Youtube 'how to' videos. When the bike still had running issues, I turned to the 'net again and discovered that I should have replaced the stator as they are a common problem. I tested it and found mine had a poor resistance reading. I decided to buy a new, improved and performance driven ignition system from Ignitech in the Czech Republic. What an improvement! It now runs

beautifully and with more lovely power!"

Initially Nathan decided to dispense with the temperature gauge before finding that wasn't a great idea. So he had the radiator refurbished and then located the temperature gauge under the tank. It's not an ideal solution, he admits; "To see the gauge, you need to lean over and look under the tank. That's not advisable while moving! However, it works well now, though, and it's essential for keeping an eye on the temperature."

One of the first things that

strikes you about this bike – other than how very orange it is (Nathan likes orange!) – is just how meticulously it has been put together. There was no huge budget here, so he frequently had to do a little off-tangent thinking on parts, but everything has been done with a huge amount of care and detail. The work that has gone into this bike would be worthy of many custom firms, yet Nathan wants to keep building strictly as a hobby. He works in retail and he's wise enough to realise that, as a hobby, it provides both a complete change from work but something that he enjoys immensely. That's not to say there won't be another project along (although he is toying with the idea of fitting some chunky tyres to change the look a little). Nathan says; "Who can beat having your own personal modified bike? What's next?" ☘





WORDS & PHOTOS: BOSUN

THE TGINF BIKE SHOW 3

THE ROBIN HOOD, ICKLESHAM, EAST SUSSEX

Now in its third year, the Armed Forces Bikers' Thank God It's Not Friday bike show is a little unusual in that it's held on a Tuesday evening – hence the name of the event



Having heard good things about the previous two shows, I booked some time off work, packed my camera and headed off to deepest East Sussex. The fact that TGINF is held in Icklesham which just happens to have a windmill did not have any influence on my decision to be early. Okay, perhaps a little. Even the fact that this windmill, Hogg Hill Mill, is now the record studios of Sir Paul McCartney didn't faze me. I have long got over my fear and dread of that frog song and I apologise to anyone who has now inherited it as an earworm. Altogether ... boom de boom bah dit dah, boom de boom bah dit dah, we all stand tooogether...

So having photographed the mill (sadly, without sails; not so sadly without Paul McCartney), I was parked up in good time to watch people start to arrive at the Robin Hood pub. With the tabloid newspapers filled with headlines of the 'Phew! What a scorcher!'

variety and England basking in what passes for our summer, the sun brought out hordes of motorcycles and visitors. The organisers and pub staff worked flat out to serve the masses, the queue for the bar constantly stretched to outside the Robin Hood and the barbecue staff had to send out for more food. But the combination of good weather and a relaxed atmosphere meant that no-one grumbled and just went with the flow.

The show is a fundraiser for the Armed Forces Bikers (AFB), a relative new charity which was formed in May 2011 and gained its charity status just over a year later. Its aim is to assist former serving members of the armed forces who are in need as a result of injury or other harmful experience suffered during their service, to resettle and rehabilitate into civilian life, while it also aims relieve the needs of former members of the armed forces and their families.

As each bike arrived, its owner was handed a card ◉



THE SHOW IS A FUNDRAISER FOR THE ARMED FORCES BIKERS (AFB), A RELATIVE NEW CHARITY WHOSE AIM IS TO ASSIST FORMER SERVING MEMBERS OF THE ARMED FORCES WHO ARE IN NEED



BEST OF SHOW AND BEST EUROPEAN WENT TO RAY ROBERTS' RED MOTO GUZZI, A MOTORCYCLE WHICH IS QUIETLY TAKING A LOAD OF SHOWS BY STORM

bearing a number to help the judges in identifying winners. As all motorcycles were including in the deliberations, this was not a task to be envied, but it was handled with aplomb by the team. While they were making their choices, the crowds were entertained by Cherrybomb Radio, while, as something different, people could try their hand at archery (always brave giving people weapons and sharp pointy things). It all added to the atmosphere but this event was really just about the bikes.

As the sun started to sink, handcrafted unique trophies were awarded to, among others, a little Puch with dropped handlebars, a lovely black Indian, a crazy Yamaha VMax trike, while the Best of Show and Best European went to Ray Roberts' red Moto Guzzi, a motorcycle which is quietly



taking a load of shows by storm and which Blue tells me you will be seeing in these pages soon!

As is traditional, I always like to pick one bike that I would particularly like to ride home and that honour went to the '#44' Suzuki GSX-R chop built to race in this year's Dirtquake (as seen on page 34 of this very issue). It was ridden with enthusiasm which bodes well for racing.

As twilight fell, people reluctantly began to drift away, myself among them. It had been a great evening and while I never need a reason for a 188-mile ride, this was a better excuse than most! ☘

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THE

BLACK BULLET

Manufacturers have long realised the value of recruiting custom builders to put their own mark on a model and, having hit the ground running, Polaris-owned Indian Motorcycle has done just that

 **WORDS:** BLUE **PHOTOS:** BARRY HATHAWAY & TODD WILLIAMS






Some of the recreations have been more successful than others, and, whether by design or not, those that have worked well have drawn upon Indian's racing past. They've ranged from John Shopes of Dirty Bird Concepts and his '42', which was still recognisably a Scout to Roland Sands' 'Track Chief', which combined new technology with old school styling and a total disregard for Indian's carefully honed rear suspension.

But the newly unveiled 'Black Bullet' has taken the concept of the Scout, turned it inside out and reinvented the motorcycle that Indian launched just a year ago. Earlier this year Indian handed over a brand new Indian V-twin engine to hot rod craftsman, Jeb Scolman, with the directive that he could build what he wanted. And so he did.

However, Indian did not simply stick a pin in the Yellow Pages

and hope that it was giving an engine to the right person. The company has already worked with Jeb, when, two years ago, he was selected to create a machine around the new Thunder Stroke 111 engine that would be a homage to legendary motorcycle racer, Burt Munro.

Although Jeb's shop, Jeb's Metal and Speed, is based in Southern California, the spiritual home of hot rodding, where he grew up is just about as far as you can get from SoCal in not only distance, but climate and culture, and still be in the USA. Instead of growing up driving hot rods, Jeb spent his youthful years on snowmobiles up in the great white north of Alaska. His only contact with hot rodding was through the magazines he would buy, but that sparked off a passion. He moved a little further south to Wyoming where he enrolled in courses for chassis fabrication and sheet metal and, 

**INDIAN DID NOT SIMPLY STICK A PIN IN THE
YELLOW PAGES AND HOPE THAT IT WAS
GIVING AN ENGINE TO THE RIGHT PERSON**



when school was done, he was on his way to Southern California. After effectively training with two shops, he started his own business. Still only in his early 30s, he has built a solid reputation based upon his attention to detail and brilliance with sheet metal, building salt lake racers and, bringing him to wider notice, recreating the all-aluminium handcrafted Stutz Blackhawk Special Streamliner in which gifted driver and Land Speed Record holder, Frank Lockhart was killed when the Stutz blew a tyre at 225mph on Daytona Beach in 1928 during a Land Speed Record attempt.

Just as with his previous builds, the Black Bullet (as it was swiftly dubbed during the build) plays to Jeb's undoubted skills in handcrafting metal. The flawless custom bodywork draws upon the designs of motorcycles of the 1950s and '60s that were built for pure speed. While the engine is undeniably modern, look at the

WHILE THE ENGINE IS UNDENIABLY MODERN, LOOK AT THE PROFILE OF THE BLACK BULLET AND YOU COULD EASILY IMAGINE IT SITTING ON A DRAG STRIP START LINE BACK IN THE 1960S

profile of the Black Bullet and you could easily imagine it sitting on a drag strip start line back in the 1960s. Just as with those racers, the Black Bullet was indeed built for speed; it is, essentially, an engine with a wheel at each end and the 69 cubic inch 1200cc V-twin is the beating heart of the project. The compact single-into-two downtube frame wraps itself closely around the motor while the seating and handlebar positions were designed to tuck the rider into the bike as much as humanly possible for the best aerodynamics, with narrow clip-on handlebars and footrests mounted to the rear axle.

After the Second World War as hot rodding and military

surplus came together in a happy partnership, builders and racers began converting airplane drop tanks into cars, which became known as lakesters. The tanks were cheap and available – often as little as \$40, which was a pretty good deal for the complete bodywork of a racer – as well as being aerodynamically desirable. It's generally accepted that the first lakester was built by Bill Burke of the So-Cal Speed Shop in the late 1940s (that first car was based on a 168-gallon P51 Mustang belly tank although the next version used a 315-gallon tank from a P38 Lightning which was a little more capacious!). Because they were built specifically to race on the dry lakes – Burke's first





IT WAS BUILT TO RACE, NOT AS AN EXHIBITION PIECE, BUT THE FINISH THAT JEB ACHIEVED ON THE BLACK BULLET EXCELS THAT OF MOST INTERNATIONAL SHOW BIKES

outing was at the fabled El Mirage – the little belly tank racers soon earned the nickname by which they're still known.

Having seen how well these teardrop-shaped little cars ran in speed trials, the motorcycling fraternity figured that it too could put some of that war surplus to good use, and soon racers were adapting nose cones in order to help bikes cut through the wind. Although there had been a few purpose-built streamliners before this, nose cones didn't really come into widespread use until the post-war era.

The sheet metal work, the tank and the seat unit were all created by Jeb, and he even cast a custom intake manifold to allow

the throttle body to be turned sideways and thus allow for everything to fit around the engine even more snugly. It was built to race, not as an exhibition piece, but the finish that Jeb achieved on the Black Bullet excels that of most international show bikes, let alone a machine conceived with the intention of hurtling across a salt flat or dry bed lake where speed takes precedence over prettiness.

At present, no-one is talking about what speeds they expect the little black Scout to achieve but it's no secret that Indian Motorcycle would like a new Land Speed Record and perhaps the Black Bullet could be the bike to make that happen. ☼



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THE BLACK BULLET
Jeb Scolman's Indian Scout racer



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THE BEESEL

None of us like to think that it might come to a time when we need to make that dreadful decision about giving up on riding bikes. Yet, as time and tide wait for no man (or something), it will eventually come to all of us. Or will it...?


WORDS & PHOTOS: MDM@FLAT-OUT.COM

Following on from that cheery note, to lift the mood I have to point out that age, ill health, decrepitude or low finance need not mean the end to two-wheeled tomfoolery. In fact, even though you may intend on turning your back on bikes, fate will invariably have a way of bringing you back to the fold.

And so it was with Rod Fraser. Thanks to a bout of ill health, he had rid himself of all of his bikes and bike parts, to the point that he'd sold all his tools and even his beloved lathe. However, unbeknownst to him, he still had a frame lurking at the back of his garage, and it was only when doing some clearing out that he discovered this remnant, a BSA Bantam frame of 1952 vintage. Immediately, he wondered whether he still had the registration documents, as this could be a quick way of making a few quid on eBay!

However, within a few days he had reconsidered, as the frame was in something of a rough state and probably wouldn't have brought much financial recompense if he had auctioned it off on the interweb. He soon convinced himself that the frame would have to be reconditioned, and further pensive thoughts brought about the idea of building a cheap runabout that could run on chip fat...

How did Rod reach such a bizarre conclusion? Well, as the frame was first built in 1952, if it was used for a road-going bike it would be of an age that dictated it needed neither a yearly MoT check nor any road fund licence, thus making for rather cheap motorcycling. Taking this a step further, how would you reduce the cost of fuel? By using a cheaper fuel source and, as I'm sure most of you know, many diesel engines can be tweaked to run on no more an exotic fuel than vegetable oil. Or, as Rod was thinking, chip fat that could be had from the local chippy for next to nothing...

Rod had previously read articles on diesel bikes and been told that anything under 10bhp would not be worth building, with a small engine not having the pulling power to get up a hill. It was this line of thinking that inspired him to prove otherwise. So he began the project by redesigning the BSA frame to take a little 4hp Chinese diesel engine, a clone of the popular Yanmar power plant often used in generators, 

THANKS TO A BOUT OF ILL HEALTH, ROD HAD RID HIMSELF OF ALL OF HIS BIKES AND BIKE PARTS, TO THE POINT THAT HE'D SOLD ALL HIS TOOLS AND EVEN HIS BELOVED LATHE







water pumps and the suchlike.

As the brand new stationary engine needed some kind of transmission to get motive power from crankshaft to back wheel, rather than use the normal diesel bike solution of a separate gearbox (invariably a Norton or Triumph box), Rod decided upon a torque converter instead. Not only does this mean that no clutch is required, or any form of gear-changing mechanism, but it also ensures that the engine is at its peak power and torque at all times. And when you only have a meagre four bee-haitch-pee, every little counts!

While actually setting up the torque converter to work at its best would take some time, this was all in the future, and it did save considerable effort as it negated the need for the clutch and gear levers to be fitted. As the engine was fitted from the factory with a frankly hideous carbuncle of an exhaust that was

not only ugly but also far too quiet to be kept, a one-off stainless steel pipe was fabricated, and the powerplant was ready to roar into life. Okay, squeak into life. Well, once the rolling gear was fitted.

Given the light weight and power output of the end result of the build, Rod knew that he wasn't going to need to do much upgrading to brakes or suspension, so the front end is entirely standard Bantam D14B (meaning telescopic forks and drum brake), albeit with a pair of 1970s Triumph bars, and the wheel was rebuilt and the forks reconditioned. At the rear, however, Rod wanted a slightly wider wheel, so he managed to squeeze a Yamaha XT125R hub between the Bantam frame's plunger springs, which also gave the convenient upgrade of a disc brake, too. The rear sprocket was a one-off – or, more accurately, a two-off. Rod made two sprockets, of a slightly different tooth



HE MANAGED TO SQUEEZE A YAMAHA XT125R HUB BETWEEN THE BANTAM FRAME'S PLUNGER SPRINGS, WHICH ALSO GAVE THE CONVENIENT UPGRADE OF A DISC BRAKE, TOO





SPECIFICATION SHEET

ENGINE:

Commercial stationary engine (Yanmar clone), diesel injection, fitted with TAV2 torque converter from USA, starter motor and pull recoil start, one-off primary cover, handmade stainless steel exhaust, and a breath-taking 4bhp.

FRAME:

1952 BSA Bantam, heavily modified, modified BSA Bantam 1971 footrests & hangers.

FRONT END:

1969 BSA Bantam D14b forks, yokes, wheel and drum brake, 1970s Triumph handlebars, headlamp 'pull switch' from 1940s car, 120mph Smiths clocks, Ferguson tractor headlight, original 1970 BSA Bantam front mudguard.

REAR END:

Original Bantam plunger shocks, 2009 Yamaha XT125R wheel, disc and caliper, Royal Enfield rear mudguard, hand cut rear sprocket from 420 Dural, 1970s tail light bracket with replacement lens.

MISCELLANEOUS:

Original 1952 BSA Bantam fuel tank (left hand filler), copy of original BSA Bantam seat, one-off wiring loom. All engine mounts/plate, rear disc conversion, fork recon and mods, front wheel rebuild, fabricated seat brackets and battery box, mudguard stays/spacers, all nuts and bolts stainless and converted to metric, brake cables and lots more all by owner while Dave at Madspeed Performance did all the welding.

PAINT & FINISH:

Frame/tank powder-coated Burgundy/Black (BSA period colours) by Midas Touch. Forks brush painted by brush by owner.

THANKS TO:

"Dave at Madspeed Performance for all the welding; Trevor at Midas Touch for the powder coating (01977 604040); and my wife, Michele, who encouraged me to get it finished."

THE END RESULT IS AN ABSOLUTE HOOT. OKAY, IT'S NOT GOT MUCH IN THE WAY OF POWER, BUT THAT'S IRRELEVANT TO ENJOYMENT

number, and fitted them both, so he could easily tweak the gearing to suit. After all, there's not many small diesel engines with torque converters being used on a regular basis, so he had nothing on which to base the final drive gearing, and the subsequent sprocket size was pretty much a guesstimate.

The bodywork is conventional and, given that Rod wanted to keep the BSA character and design, you'd expect nothing else, with a genuine Bantam tank and front mudguard, a replica Beezer seat, and a Royal Enfield rear 'guard. And, following that theme, it's only to be expected that the paint and powder would be done in period correct BSA colours of black and burgundy, with the powder-coating undertaken by Midas Touch in Castleford, well known for its work on custom and classic scooters. This is where a link with Rod's brother, Dave, comes in. Otherwise known as Madspeed Performance, Dave is a big mover and shaker in the scooter scene, and also helped

out greatly in the build of his brother's diesel Beezer.

The end result is an absolute hoot. Okay, it's not got much in the way of power, but that's irrelevant to enjoyment. Just seeing it get started, by using the original stationary motor pull-cord, gives you a giggle. With both brakes operated by the levers on the bars (no clutch, you see), it's as easy to ride as a push bike. With Rod on board (and, by his own admission, he's a big bloke), it'll hit 35mph, and returns a genuine 180mpg!

The Beesel (or perhaps that should be 'Diezer') is now up for sale (interested parties can surf over to Rod's website at www.diesel-bantam.co.uk for more details, where there are also loads of build-up pics), as Rod wants to get stuck into another project. This time it's an even-more-retro 1900s style flat tanker, complete with an even smaller diesel engine, a 3bhp motor with two speed hand change gears! ☘





WORDS & PHOTOS: BLUE

WHEELS NEXT THE SEA

SEAFRONT, WELLS-NEXT-THE-SEA, NORFOLK

As bikers you may think you know something about fortitude and perseverance, but I'm afraid few of you have anything on Miss May Savidge

In 1947, Miss Savidge bought a house in Ware, Hertfordshire. No 1 Monkey Row dated back to the mid-15th century and, teaching herself the basics of DIY, May embarked on its restoration. She employed a builder to repair the roof, but everything else, from carpentry to glazing, she did herself. And then, in 1953, as the project was approaching its finish, a man from the local council knocked on her door. A new roundabout was to be built for a planned ring road and the 500-year-old house would be compulsorily purchased and demolished. May fought the council for the next fifteen years but, in 1969, when she realised that the council and the road would prevail, she decided instead to move the house, brick by brick, timber by timber, pane by pane. Her words at the time were, "I just won't have such a marvellous old house bulldozed into the ground. I've got nothing to do all day, so I might as well do the job myself."

And she did. With the help of local contractors, she dissembled the timber framed house piece by piece, marking everything up like a large jigsaw puzzle and continuing to live in the house as it became less

and less. She found a plot of land in Wells-next-the-Sea on the north Norfolk coast, obtained planning permission and a lorry made eleven trips from Hertfordshire to carry all the bits of house to the new land. For the new few years, Miss Savidge rebuilt the house on her own, living without electricity or any comforts in a caravan while the framework went up and then she started – despite having no experience – on the brickwork. It was eight years before the roof went on and May was in her 70s before she was able to move in. The house was unfinished at the time of her death but, the year before she passed in 1993 at the age of 81, she was still climbing ladders, although she admitted the cement work was becoming hard work!

I wonder how many bikers attending Wheels Next The Sea realised that one of the many bed and breakfasts (now run by May's niece-in-law) they passed in the town centre was the result of one woman's doggedness and pluck. I like to think that, were she still alive, then May would rather have approved of this annual gathering of all types of motorcycles in her adopted town. She would





certainly have taken an interest because, during the Second World War, May had become the first engineering draughtswoman working on Mosquito aircraft at the de Havilland factory. Of the several hundred motorcycles that turned out on a sunny but breezy day to the playing fields on Beach Road, she would have recognised a few, with a number of pristine classic bikes turning up to rub shoulders with the hoi polloi, like two-wheeled royalty.

Wheels Next The Sea is run by the Wells Scout Activity Centre, which was once the 1st Wells Scout Group (and hopes to be again when it can find the

WHILE LOCAL SCOUTS ARE NOT AN UNUSUAL SIGHT HELPING TO MARSHAL TRAFFIC AND THE LIKE AT EVENTS, IT'S LESS COMMON TO FIND THEM ACTUALLY RUNNING A SHOW



ENTRY WAS A SIMPLE 'POUND PER WHEEL', WHICH PROVED TO BE PRETTY GOOD VALUE FOR THE THREE PEOPLE ON THE TRIKE, ALTHOUGH LESS SO FOR THE CHAP ON HIS OWN ON A COMBINATION

right accredited staff). While local Scouts are not an unusual sight helping to marshal traffic and the like at events, it's less common to find them actually running a bike show, but this they have been doing successfully in Wells for six years, with proceeds going to the Shannon Lifeboat Fund which is raising money for a new lifeboat when the current craft is decommissioned in 2017.

As with many rural events, there was little snobbishness about machinery. The afternoon attracted stockers, trikes, learners, scooters, the local GoldWing owners and many more. I particularly liked a little blue Triumph bobber and the Rushall Redneck Ironhead chop which was featured in this magazine back in #176. There was the usual complement of stalls selling knick knacks and used bike bits, with the welcome addition of a proper laden cake stand. I – and be amazed by this – resisted temptation, having passed the role of Official 100% Biker Cake Tester to Bosun. He missed a treat from what I could see. Entry was a simple 'pound per wheel', which proved to be pretty good value for the three people on the trike, although less so for the



chap on his own on a combination. But as the money was going towards the lifeboat which is a cause close to the hearts of anyone living by the coast, no-one quibbled about the odd quid here and there.

As tends to happen at sunny one-dayers, people came and went for much of the day, some parking up and then adjourning to one of the nearby hostelrys or just finding a decent spot of grass on which to lounge. Now I would wager money that Miss May Savidge wouldn't have approved of that lounging around behaviour. The next time you're in the doldrums about how long a project – or even a simple maintenance job – is taking, remember May Savidge and her tenacity in singlehandedly rebuilding her beloved house in her declining years. Doff your hat in her general direction when you attend Wheels Next The Sea next year – because it's a show that's certainly worth a day out – and remember this final irony. The roundabout for which May Savidge's house was condemned? It was never built. ☒



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NALA & LUCKY

There are many bikes (and never more than at the present moment) which cite racing and, in particular, the Bonneville salt flats as an inspiration and I can look at a bike and think, 'Yes, I can see that...' This is not one

WORDS: BLUE PHOTOS: ONNO WIERINGA

There is an argument to be made that good custom builders fall into one of two categories, builder first and then artist, or vice versa. In the case of 31-year-old Spaniard Pedro Sabiote, he is an artist who has moved into building motorcycles, as is evidenced by the sheer amount of detail on 'Nala & Lucky', his Triumph Bonneville-engined lowrider. Pedro's career began creating graffiti with his cousin and

the proceeds of their first sales were spent on buying materials with which to build a bike to go racing and Pedro found that the combination of his love of art and motorcycles was a perfect partnership.

He first began to make his mark on the custom scene with a Montesa-engined café racer, starting off his workshop, Studio Art Custom Kolors. "I used to go to Harley gatherings and I knew I wanted something different," he

says. The Montesa was his calling card, showing off his skills, from construction to painting and was followed by a low budget quirky build with two close-set rear wheels. Although the lines of that bike can be seen in Nala & Lucky, the Triumph has taken Pedro to a new level.

He bought a 1930 Ariel frame around seven years ago, because it was cheap, storing it away for a future project. Then, when the Montesa was finished in 2011, he





YOU'D BE FORGIVEN FOR THINKING THAT THE FRAME DOESN'T LOOK LIKE ANY ARIEL YOU'VE EVER SEEN AT YOUR LOCAL FLAT CAPS AND RIVET COUNTERS' MEET, AND YOU WOULD BE RIGHT

turned his attention to the next build. "The idea was to make a rigid digger frame," says Pedro, "It would be long and low with girder forks. But I started to change my mind and to look at other styles and then I found a 1966 Triumph T120 engine. That made me think about the

amazing history of Triumph and the runs it made at the place that gave the Bonneville modelz its name. So I began thinking about using that mythical influence in a bike. I needed a powerful engine, a bike with aerodynamics, lightweight, thin... And that's where it all started." ●



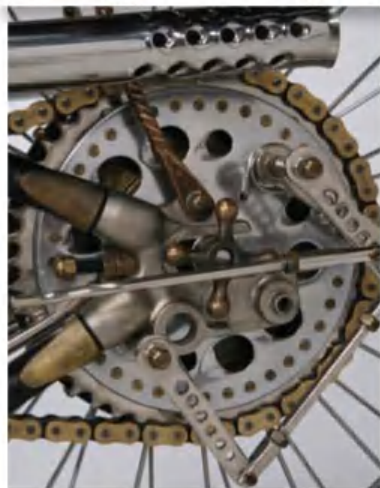
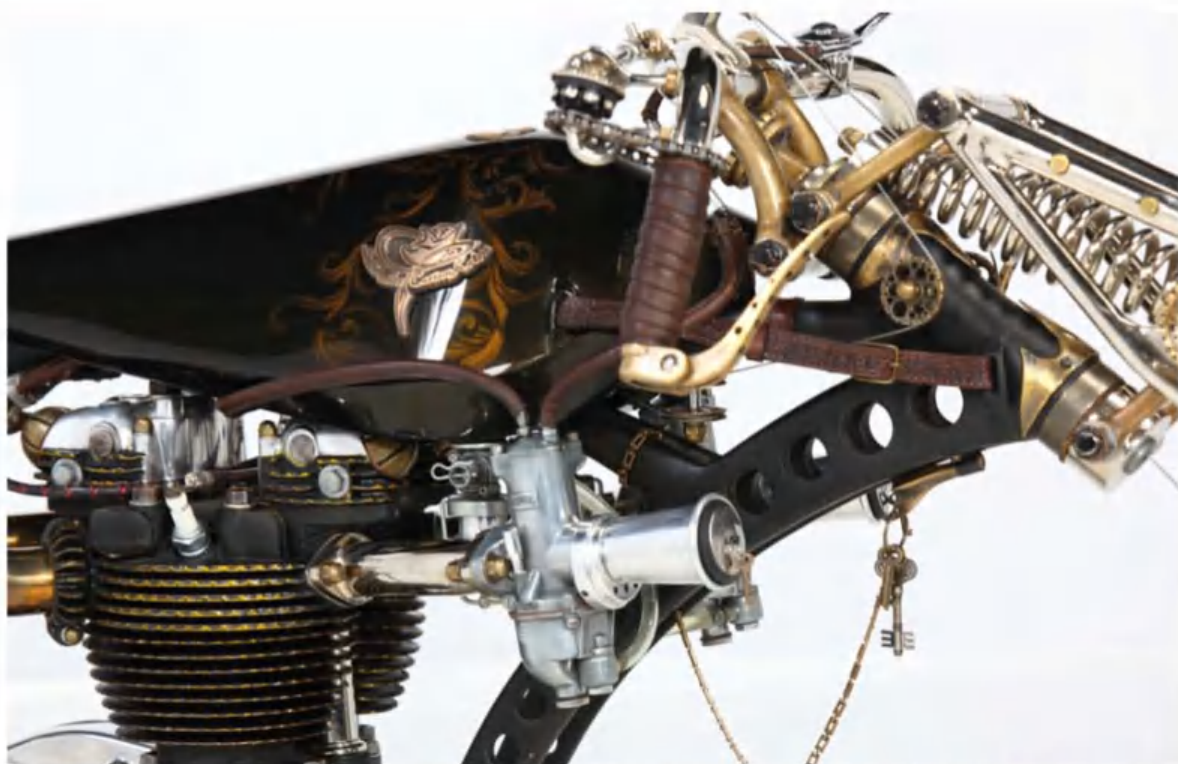
WHILE MANY BIKES TAGGED AS 'STEAMPUNK' ONLY PAY LIP SERVICE TO THAT MASHUP OF VICTORIAN TECHNOLOGY AND SCIENCE FICTION WITH AESTHETIC DETAILS, PEDRO HAS ACTUALLY CREATED MECHANICAL PARTS WHICH EMBRACE THE IDEA

You'd be forgiven for thinking that the frame doesn't look like any Ariel you've ever seen at your local flat caps and rivet counters' meet, and you would be right. There might be something there that Jack Sangster or Edward Turner might recognise, but even they would probably be pushed to say what it was (and even more so given that both gentlemen have been dead these last forty years). While the T120 motor is more easily recognisable, it certainly didn't roll off the production line with the cylinder head on that way. Pedro explains; "When I was thinking about new directions, I asked around about dragsters. A common and economic modification is to turn the head through 180 degrees so the carburettors are fitted at the front. They pull in more air, use more fuel and increase power." He admits that, as with everything, it has its advantages and

disadvantages, but it looks cool and gives the engine that 'second look' element.

But he wanted to continue with the plan to give the motor a new look and so he applied a dimpled effect to the cylinder head fins – more pie crust than diamond cut, but effective none the less. Don't think that Pedro had abandoned the idea of building a digger – after all, looking at the bike you can see that inspiration clearly – and so he decided that the engine cases needed engraving as so many were in the original heyday of that particular style. Not only had Pedro never done any of this sort of engraving before, he also had to make some suitable chisels before he could start. No Dremels were involved in this work, it was all done by hand. He says he was a little hesitant to make the first mark on the classic engine but that it actually turned out better than he'd expected. Pedro





wanted the fuel tank to sit as close to the engine as possible, so he fabricated a tank which sits low on the top tube and whose shape flows downwards.

It's impossible to look at this bike and not have the word 'steampunk' come to mind (let's face it, that probably popped into your head long before 'salt flats racer' did!). But while many bikes tagged with that description only pay lip service to that mashup of Victorian technology and science fiction with aesthetic details, Pedro has actually created mechanical parts which embrace the idea. The clutch is operated by pulleys and braces. It looks like clockwork but, he says, not only does it work, it does so more quickly than a standard set-up. Although a T120 rear hub was fitted, the front brake system also involves cogs and pulleys and rods and chains and you half expect it to be

driven by steam. It does indeed work, although whether you'd want to put it into competition against modern Triumph brakes is quite another thing.

As with most artists, Pedro had specific ideas about what he wants and there were some items on which he was not prepared to compromise, as he explains; "When it came to the wheels I took bicycle wheels and reinforced them, because they were the only ones I could find that met my criteria." These were fitted with Felt Thick Brick Antique White tyres, just like on the BMX that Pedro had as a teenager.

You will notice the wealth of details throughout the bike that are purely there for looks and serve no actual purpose, such as the various keys, and those that do have a job – such as the old-fashioned bath taps on the axles – but demonstrate a playfulness, as if Pedro is saying, 'Just don't





SPECIFICATION SHEET

ENGINE:

1966 Triumph T120 650cc parallel twin, Wassell 930 carburettors, Hunt magneto, 2-into-2 exhaust system by owner.

FRAME:

1930 Ariel rigid, heavily modified by owner

FRONT END:

21" wheel modified by owner, Felt Antique White Thick Brick 3.00 x 24" tyre, brake set-up by owner

REAR END:

21" wheel modified by owner, Felt Antique White Thick Brick 3.00 x 24" tyre, Triumph T120 brake modified by owner

MISCELLANEOUS:

Petrol tank by owner, oil tank by owner, seat by owner and Alfonso Piel de Toro, all handmade parts by owner, aluminium and bronze casting by owner.

PAINT & FINISH:

Paint by owner. Plating by Customcrom and owner.



"THESE PIECES BRING THE BIKE TO LIFE, THEY SHOW THAT THERE WAS A HUMAN HAND BEHIND THEM, NOT A CNC MACHINE OR CATALOGUE."

take it too seriously.' Most of the casting was done by Carlos and Pablo Delgado at Valtoron Transfigurations. Pedro says; "These pieces bring the bike to life, they show that there was a human hand behind them, not a CNC machine or catalogue."

The paint work was also the work of Pedro, combining black and gold and designed to unite all the disparate elements of the bike. Because there is so much going, such a wealth of details throughout the build, it's easy to

miss just how fine and clever the paint is, from the understated work on the tank to the neat gold motifs on the wheels. So far this year, Nala & Lucky has won acclaim and silverware at shows as varied as huge indoor Motor Bike Expo in Verona, Italy to the dustbowl of the Faro Rally. Fortunately, for the sake of all that hard work and the myriad of clever embellishments, Pedro has no intention of taking it to the salt. But, maybe the next one... ☘



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Bean're

Most of us would, given the opportunity, like to live a life of freedom, just riding our bikes with no thought for the norms of job, house, mortgage or the like. However, when all is said and done, how many would have the courage to do that? Bean're is one such travelling man

WORDS & PHOTOS: HORST ROSLER

Kevin Bean're is a regular sight at Sturgis, Daytona and other major American motorcycle events on his manic customised bike. He recently retired his 1997 Harley Road King (a police edition, although you will never have seen an officer of the law riding a purple chopped tourer) which he acquired with just 800 miles on the clock. By the time it was handed over to the National Motorcycle Museum in Iowa last year, the odometer read over 340,000.

Bean're began his life on the road after leaving the Marines (which provided him with enough money to buy his first bike). Since then, he's spent a few years as the Buffalo Chip's 'Mayor of Fun' at the Sturgis Rally, turning up in a variety of eccentric clothes which has led to other rallies booking him just to make their events a little more entertaining. Along the way, he has acquired a small wardrobe of daft garb which he will wear just because it makes people smile, while his trademark is his feathered top hat.

Although he's originally from Kentucky, he has no home base now – the bike is his home and he goes where it will take him. An accomplished carpenter, he can pick up work when he needs money but that's just a means to the end, and the end is travelling. Bean're's secret is that he is a genuinely nice man who,

Bean're's secret is that he is a genuinely nice man who, while he might not always have a penny in his pocket, is generous with his time



while he might not always have a dollar or even a penny in his pocket, is generous with his time. 100% Biker editor, Blue, says; "I first met Bean're at Hippy Killer Hoedown. When he found out I was interested in ghost towns and was headed back to Arizona, he insisted that he gave me a tour of the countryside around Phoenix on the purple Road King. He had a temporary roofing job, but when he'd finished a long day's work

in searing heat, he took me off on a guided tour and, although I knew it was a certainty that I had more money on me than he did, he refused to let me pay for fuel or dinner."

It's a far from easy way to live, particularly in the USA which encourages enterprise but regards someone living off the grid as a bum, but Bean're says, "When I hit adversity, I am right on track. The way I see it, good things aren't easy. But if we strive, we can make them happen." That positivity has won him many friends and his travels have also gained him some sponsors for bike parts who've realised that

1: Bean're on 'The Purple Beast', his current home.

2: Would you want to ride 1408 miles with your knees round your ears? Dressed as a cross between Angus Young and Evel Knievel? Luckily you don't have to! Team Bean're helped on the challenge; that's Brother Speed in an old pickup, Kevin 'Mailman' O'Brien in a van and Tim Ford who rode his Harley behind the mini bike the whole way – at 30mph!



not only does his affable manner make him a good ambassador for motorcycling in general, but he's also one hell of a road tester. He might ride a chopper, but he rides hard – like the previous bike, his current Harley is a cross between a chopper and a bagger and was modified to suit both his style of riding and the fact that it's basically his home.

Last year he added two more strings to his bow with the publication of his autobiography, 'Motorcycle Nomad' and the setting of a Guinness World Record by riding a 50cc Honda mini bike from Kentucky to Sturgis in nine days, a distance of 1408 miles, beating the existing record by some 900 miles. Bean're is 6'1" and the mini bike made a monkey bike look normal-sized. Did I mention he was dressed in a custom made Stars and Stripes outfit and matching helmet and socks? Or that he nearly ran into a tornado in Iowa or that

3: Bean're in one of his trademark 'Mayor of Fun' suits.

4: Promoting his book, for which legendary artist David Uhl painted the cover, a mark of the esteem in which Bean're is held.

5: He may be on the road all the time, but Bean're never fails to appreciate a pretty girl!

6: Blue with Bean're's previous motorcycle in Arizona, 2011.

his handlebars fell off in South Dakota? "It was like the mini bike scene in 'Dumb and Dumber'," he says. "Except that this scene was nine days long!" Why did he do it? Because he could and because it would make people laugh.

Of course, even while picking up work as a carpenter, Bean're can't live a money-free existence, and he is the first to admit that he is sometimes dependent on the kindness of strangers. However, as people who meet him for the first time soon realise, Bean're doesn't regard anyone as a stranger. He has the enviable and rare talent to make anyone who crosses his path, even for a short time, feel that they have made a new friend and if they needed to call on him in times of trouble, he would be there. One of his friends had cause to put that to the test; with his bike in need of repair and his friend in crisis, Bean're hitchhiked across a third of America to get to him because

he said he would be there. And he was.

It would be easy to be cynical about a man who calls himself a 'professional tourist', but the truth is it takes a certain amount of bravery to be as free as Bean're. He makes sure he gets back to Kentucky to see his Mum regularly, but relationships and the trappings of normal life are impossible. However the fact that he can get up in the morning and turn the handlebars in whatever direction he fancies makes it worthwhile. His goal is to pass the 1,000,000 mile mark, although what will he do then? I doubt that getting a haircut and an office job features in Bean're's future!

If you should see Bean're on the road (and he would dearly love to travel more in Europe), have your photo taken with him, talk to him, help him but, at the very least, give him a smile! Because Bean're is fun, and that's something which has become so rare in our times. ☘



WORDS: JOHN MILTON

SIMPLY BIKES

NATIONAL MOTOR MUSEUM, BEAULIEU, HAMPSHIRE

Over the years, the National Motor Museum in the heart of the New Forest has played host to various motorcycle events, including the first version of Kickback, but the bike shows have, in general, been a supplementary part of other events featuring vehicles with a wheel at each corner

This year Beaulieu launched Simply Bikes, an event which does what it says on the tin – or, rather, in the title. It's the latest in a series of day shows which began with Simply Ford five years ago and now also includes Simply Porsche, Simply Japanese, Simply VW and Simply Pink, the latter two having joined Simply Bikes as the new kids on the block for this year. (And yes, before you ask, Simply Pink is for pink vehicles, although May's retina-searing display was in support of the Breast Cancer Campaign).

As you tend to expect of a show held in July in this country, it rained, although not with any great determination and the drizzle didn't stop over 600 bikes and trikes taking advantage of a ride through some of the south's most scenic roads. Machines ranged from big American and metric cruisers, down to single cylinder mopeds, including a vintage

Mobylette which required some frantic pedalling to persuade its diminutive motor to burst into life. Just about every major modern marque was represented, while how quickly time moves on was proved by the interest generated by a 1969 Yamaha YR3 and a 1975 Honda 750 Four, both of which now apparently qualify for classic status, making some of us feel somewhat geriatric!

There were the usual trade stands offering helmets, accessories and the like, but one of the more interesting stands saw author Zoë Cano, signing copies of her book 'Bonneville Go or Bust', which chronicles her journey through America on her Meriden Triumph Bonneville T100 (the bike was, as always, present with Zoë).

The 1000 visitors were given some work to do by voting for their favourite bike of the show in the People's Choice category. Runner-up was Allison





Lee with her distinctive custom Honda Gold Wing trike, while the overall winner of the award went to another trike in the shape of Colin 'Laddie' Walter's World War Two-themed 750cc Moto Guzzi custom trike. "I built the trike as a memorial to the fallen troops of the war," explained Colin.

Another reason for attending Simply Bikes was that, for your tenner entrance, you also could visit the National Motor Museum and the palace and grounds, making it somewhat of a bargain as admission to the museum is normally twice that. There was a rumour that early arrivals who'd prebooked got a free bacon roll, too, but not being organised enough to either buy a ticket in advance or turn up early, I can't confirm that.

While it was a treat to wander around the museum and see the current exhibition, 'For Britain & For The Hell Of It' which tells the story of British Land Speed

ONE OF THE BEST MOMENTS OF THE DAY WAS WHEN THE NATIONAL MOTOR MUSEUM WORKSHOP ENGINEERS STARTED UP THE FRESHLY RESTORED BROUGH SUPERIOR..

Records, one of the best moments of the day for many was when the National Motor Museum workshop engineers started up their museum's freshly restored Brough Superior 11.50, the first time it had been heard running in public following its extensive rebuild. I'm not saying that grown men cry, but a few had lumps in their throats... ☒

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REBORN BEEZER

You might imagine that being friends with the editor of this illustrious tome would be a positive advantage in having your motorcycle featured in glorious full colour print. Sadly, nothing could be further from the truth and, to my shame, I have to admit that Dominic Le Fanu had been blatting around on his BSA for almost a year before I pointed a camera at it

 **WORDS & PHOTOS: BLUE**




This might be more forgivable if I hadn't watched the bike being built, didn't live just a few miles from Dominic, see him once a week or so and frequently drop in at his firm, DLF Classic Cars, where, in between classic car restoration, servicing and race preparation, he looks after and MoTs my mostly less classic vehicles. I watched the BSA being built and then, for months after, I'd pop in, drink tea, stare at the Beezer and say – with sincerity – 'I must photograph that bike.'

Of the many people I know who might lay claim to the description, Dominic probably epitomises the

phrase 'petrolhead' more than any other. It's his business, his hobby and his passion for all things motorised is extensive. I long ago gave up trying to count the vehicles he owns (which also seem to change on a revolving door policy), but they range from a Hinckley Triumph Speed Triple to a (sort of) classic double decker bus. In between there's a VW camper, track cars, sports cars, motocross bikes and just about anything else you can imagine. Even so, it was still a bit of a surprise when he announced he'd bought a BSA A10. And not even a complete one. As Dominic told me: "When buying any

project that has been in boxes for many years, you know that, nine times out of ten, there will be crucial components missing. These will become apparent at the most inopportune moment and invariably put a hold on proceedings for a while. Actually, to be honest, to my surprise it only happened a couple of times."

That was down to thinking ahead as much as luck. Dominic says; "I've spent years riding countless miles with friends who have a variety of British machinery and, after a bike won't start after the first 20 kicks, I'm used to hearing those immortal words, 'It's the mag, mate'. So, 

OF THE MANY PEOPLE I KNOW WHO MIGHT LAY CLAIM TO THE DESCRIPTION, DOMINIC PROBABLY EPITOMISES THE PHRASE 'PETROLHEAD' MORE THAN ANY OTHER





right at the beginning of the project, I sent the magneto away for a check over and rebuild. I was pleased that I did this because, even though the mag would create a spark in open air, it was doubtful if it would when under compression.

"After my right hand man, Steve, and I had stripped down the engine and ordered the necessary parts and gaskets, etc, and the parcels started to arrive, there was a huge difference in the quality of some of the remanufactured components compared to the original. This meant that some parts had to be reordered specifying British-made and British quality, while in other cases we opted to use some of the stuff that we'd stripped down."

The frame was stripped and sent off for blasting and powder coating, along with peripheries like the engine brackets. Dominic had decided from the beginning

to go with a raw metal finish for the tank and modified aluminium rear mudguard, which contrasts with the original black of the oil tank and headlight unit, which the petrol tank wears the original iconic BSA red badges. They're not perfect, but then fitting new (ie reproduction) tank badges would have just looked wrong and out of keeping with the feel of the bike. "I'd wanted to build something based loosely on the looks of an A10 Spitfire," he explains. "But with a Mad Max look – if Steve McQueen had played Mad Max! I'm very happy with the look of the bike and, while I know it's not as complex a build as many that grace the pages of this magazine, it's turned out just as I wanted."

Fortunately the wheels only needed a good clean to make them look like new, although the search for matching tread patterns took longer than the cleaning, and Dominic ended up



with a Maxxis motocross rear tyre on the front. Yes, he says, it does handle just fine he says before anyone even asks; "It took the initial few corners to get used to the handling characteristics, but the bike performs well on the road with the knobbles and it handles and corners surprisingly well. The brakes are as good as

THERE WAS A HUGE DIFFERENCE IN THE QUALITY OF SOME OF THE REMANUFACTURED COMPONENTS COMPARED TO THE ORIGINAL



SPECIFICATION SHEET

ENGINE:

1957 BSA A10 parallel twin, non-original reprofiled cams, period style cylindrical air filter, overhauled magneto, high level 2-into-2 straight through pipes.

FRAME:

BSA A10 twin downtube.

FRONT END:

19" spoked wheel, 100/90 x 19" Maxxis Maxxcross tyre, flattacker-style handlebars, original speedometer, BSA headlight with integral ammeter.

REAR END:

19" spoked wheel, 120/90 x 19" Maxxis Maxxcross tyre, standard A10 swinging arm and shock absorbers, cut down aluminium mudguard, BSA taillight.

MISCELLANEOUS:

Original BSA petrol tank with liner, Spitfire-style single seat, stock BSA oil tank, original dynamo with modern solid state regulator, original overhauled wiring loom.

PAINT & FINISH:

Raw metal. Powder coated by S Crick.

THANKS TO:

"Steven Crooks for all his help and to the DLF team - Mop, Hem, Jarvis and Staines."



YES, HE SAYS, IT DOES HANDLE JUST FINE HE SAYS BEFORE ANYONE EVEN ASKS...

a 1950s BSA gets! To be honest, the bike rides far better than I'd imagine it would, both on and off the road. I love the sound of the high level pipes probably as much as my neighbours hate them and, on overrun, the sound the bike makes are majestic!"

The end result is a bike which, as I've pointed out to him several times (often over cups of tea while saying, 'Really must photograph it'), wouldn't be out of place anywhere. You could roll up on this bike to The Trip Out (as Dominic did last year), a drag meet, a bike night or a car show and it would collect a group of admiring fans. Dominic says that, as he's very happy with the look

of the bike, he'll leave it as it is for now and just ride it and enjoy it (and that's probably testament to how much he likes it because he never leaves anything alone!). However, one of his good friends is Chris 'Hem' Emmens whose Triumph sprint bike was featured a few issues ago (100% Biker #192, 'Born To Race') and since Hem ran that motorcycle at Pendine Speed Week this year - as seen on page 78 - Dominic has been on the lookout for a project which he intends to turn into a café racer-cum-sprint bike to run on the Welsh beach next year. You'll see it there first. I'll be drinking tea and saying, 'I ought to feature that, you know...' ☒





WORDS & PHOTOS: MDM@FLAT-OUT.COM

PENDINE SPEED WEEK

PENDINE SANDS, CARMARTHEN BAY, SOUTH WALES

Before Guy Martin pedalled his way to his gritty cycling record along Pendine Sands. Before the vintage hot rods took to the beach. And before Idris Elba blagged his way to driving somebody else's Bentley to a British record. Before all this, there was the Pendine Landspeed Racing Club

The PLRC held its first event on the hallowed sands of Pendine beach in 2013 and, perhaps more pertinently than the previous comments, it was the first time that racing had taken place at the venue for nigh on ninety years.

Pendine Sands is a seven mile stretch of beach on Carmarthen Bay in South Wales, consisting of sand that is so smooth and firm that it was used by the Carmarthen Motor Cycle & Light Car Club as a race track for the Welsh TT from 1922. The beach was considerably more appropriate for racing than the roads of the time and, once it became clear that the sand could be compact enough to drive and ride high performance vehicles, the fact that it is seven miles long brought the obvious conclusion – top speed record attempts! The heyday for speed racing on the beach was between 1924 and '27, during which the landspeed record was broken no less than five times, rising from 146mph to 174.88mph. And remember,

these were world records...

This year's event, Pendine Speed Week – although it was technically a long weekend – was the PLRC's second, having taken last year out. This time, the club had the assistance of the experienced Straightliners team of timekeepers and course marshals – the very same people who handled the timing for Idris Elba's record attempt, as it happens. The event had classes from 50cc right up to Unlimited, all based around the South California Timing Association's Bonneville format, meaning that there are no less than fifty-one divisions in each capacity class. The reasons for this were two-fold – primarily so that anyone preparing themselves for a trip to Bonneville would be able to run in the class for which they're preparing (or, at that point, *were* preparing, given that Bonneville Speed Week was subsequently cancelled), and also so that records could be set in the UK for racing on sand. And yes, those records are different to those set on hard-standing, so if you happened to be the

Jim Brown to



Chris Illman's Rudge. At 85 years old (the bike, not Chris), it managed a best of 104.967.



How fast? Who nose...



Karl Meredith's BSA Bantam on which he set the standing start mile record.



ook the standing start mile record on his Laverda 1000cc, at over 123mph.



The Triplettes de Bonneville already hold 4 LSRs with their Mobylette-based racer.



Pete Allan really needs a matching helmet for the T-Bird. Maybe the same shape as the nose fairing...



This poor chap had to push the Bantam all the way down the beach. He can run at 87mph...

PENDINE SANDS IS A SEVEN MILE STRETCH OF BEACH SO SMOOTH AND FIRM THAT IT WAS USED BY THE CARMARTHEN MOTOR CYCLE & LIGHT CAR CLUB AS A RACE TRACK FOR THE WELSH TT FROM 1922



The two bikes campaigned by Barons Speed Shop.



Tim Martin managed 70.003mph – on a Honda Cgo!



PJ Ofurey aboard his 1500cc turbo'd Suzuki GSX.



Simon Rees setting the mile record for 750cc normally aspirated, modified frame, partially streamlined solo motorcycle. He set the kilometre record the previous day.

only person in your class at Pendine, then you were guaranteed to come away with a new ACU-ratified UK record, providing you managed to get your vehicle down the course ... and not everyone did.

Additionally, there were the two categories of flying start quarter mile and the standing start kilometre, with higher speeds actually coming from the flying quarter. The full results are far too long to detail here, for it would leave no room for pictures, but they can be found on the UK Timing Association's Facebook page.

Machines that caught my eye were ranged from the two race-prepped BSA Bantams of Karl Meredith and Stephen Roberts, clocking 91.9mph and 87.1mph respectively to further veterans of the salt. These included PLRC stalwart PJ, riding his turbo'd GSX, Frenchman Pujol Giles and his 125cc AMC two-

stroke engined 'Saline Tyson 3' with its madcap bolt-together alloy plate frame, and Bo Miller, who'd travelled all the way from Oregon with his very-faired Hinckley T100 with its aluminium fairing, rivetted together from hundreds of small sheets (he clocked 129mph).

Amongst the people preparing for their first trip to Bonneville included Tony Edward, and his supercharged 125. Built to challenge the Modified Partial Streamlining Blown 125 Class (more easily referred to as MPS-BG-125), Tony needs to record more than 49mph to get the record at Bonneville, and left Pendine having run a more than impressive 65.81mph - yes, that's a new record for the UK, and a confidence-boosting figure for a trip to the salt, although, of course, that is on hold for this year.

There were also a number of very cool Brit twins,



Rodda Thomas, playing truant from running the Crown & Sceptre in Stroud.



Team Roy Pearson (they're all called Roy Pearson, you know) went home with 3 UKLSRs for its supercharged Honda 125 – and that was without 4th and 4th gears!



Dick Smith looking pensive on the Barons 1960 Triumph Thunderbird 650.



Not saying Hem (middle) was nervous about racing, but look how many toilet rolls he's brought with him!



John Renwick in the Vincent-powered 'Altometheus'.

In 2008, he set a LSR at Bonneville in this streamliner. He was 70 years old.

ESSENTIALLY, THIS EVENT INVOLVED EVERYTHING FROM MODERN ROAD BIKES TO VETERAN SPRINT AND TOP SPEED MACHINERY, AND ALL OF IT WAS EASY TO VIEW

a big bore Hayabusa, an ex-works rotary Norton, a turbocharged GPZ1000RX, Chris Illman's ultra-cool Rudge and Matchless singles, and a Vincent-engined streamliner, complete with its heavily tuned motor and a pilot that can only be termed as a 'gentleman racer'. Essentially, it involved everything from modern road bikes to veteran sprint and top speed machinery, and all of it was easy to view. Spectators could see the start line and walk along the landward edge of the beach to watch where each rider tried to apply as much power as they could (unlike drag racing, the real action isn't at the start line, but further along the course). But, with the race paddock located right next to the small but excellent Pendine museum, all and sundry could also wander about the race machinery while it was being prepped, fixed and sworn at...

The racing was held over three days, with race times being dictated by the ebb and flow of the tide, and next year's event (yes, this unmissable race meeting is returning in 2016) will be timed to coincide with the best possible tides. Once the tide tables have been published, and consulted, the date will be announced. And, when that is done, book your holidays – there are plenty of caravan parks, hotels and B&Bs in the vicinity. Pendine Speed Week may actually only be Pendine Three Days, but if you're a petrolhead (and what 100% reader isn't?) it is a truly unique motorsport spectacle that must be experienced at least once in your life! ☘

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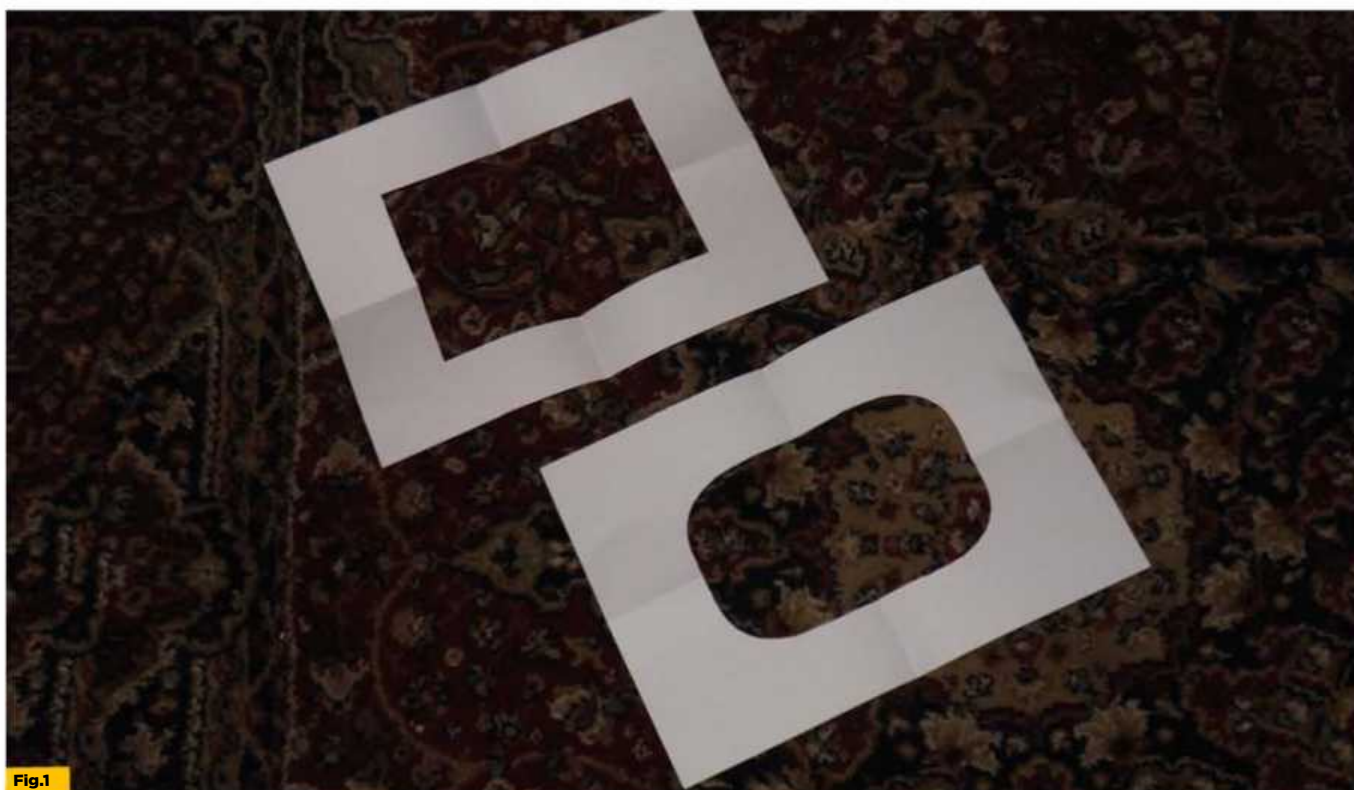
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HOW TO FRAME THE QUESTION: PART 12A




I've mentioned before that this particular series of rambles is aimed more at taking a relatively detailed look at scratch-building a frame for a custom bike that it is about building Skinny Minny.

Either way, there is a particular point at which Skinny is going to be tweaking the envelope a little, and that's the steering head. The steering head is the most highly stressed part of the frame in most cases, and keeping it attached is usually the first time frame builder's biggest concern. While the welding can be an issue, detail design also plays a big role in keeping the steering head

attached to the frame. The problem is that localised flexing will eventually cause cracks to appear, sometimes with alarming rapidity. Most people will be vaguely aware of the Comet airliner, the world's first commercial jet engine passenger aircraft, and its history of crashes. For the most part, what caused Comets to crash was metal fatigue and a lot of that was down to the shape of the windows. Early Comets had square windows and the skin of the airframe was stress bearing; the stresses in the skin were concentrated in the corners of the square windows,

cracks formed, things broke, planes crashed, people died.

If you take two pieces of A4 paper, fold them in four and cut a square hole in one, and a hole with rounded corners in the other (**Fig.1**) and then hold the short sides of each and pull gently on the paper, two things become apparent. The piece of paper with the round hole takes a lot more effort to tear, and the piece with the square hole always tears at one of the corners (**Fig.2**). I am seriously suggesting you try this by the way because it's one thing to appreciate intellectually that there's a 

**THE STEERING HEAD IS THE MOST HIGHLY STRESSED PART OF THE
FRAME IN MOST CASES, AND KEEPING IT ATTACHED IS USUALLY
THE FIRST TIME FRAME BUILDER'S BIGGEST CONCERN**

SHED HEAD

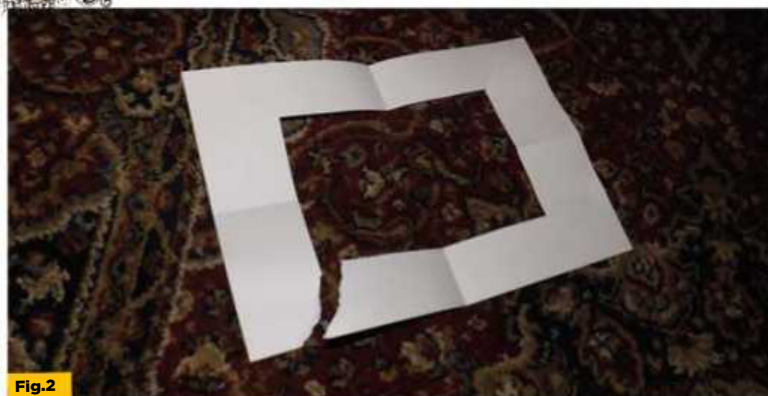


Fig.2

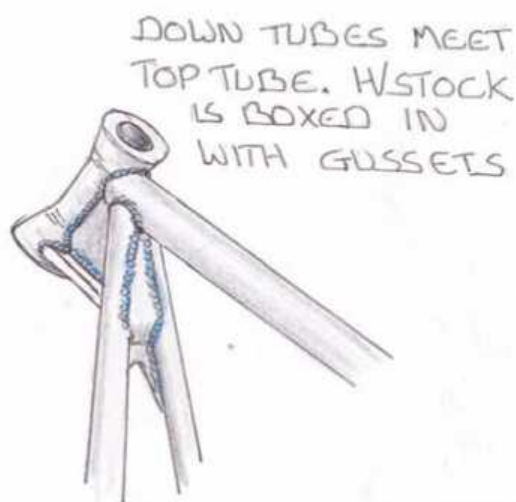


Fig.4

difference and a whole other thing to realise just *how* much difference there is.

The ideas that concentrating stresses at one point causes failures and that shapes make a difference to that applies equally well to motorcycle steering heads. Avoiding crashes and people dying might seem like a good idea, too. Bearing that in mind, the simplest set-up is a twin downtube frame with a gusset either side of the top tube meeting each of the downtubes. But even then, slapping a trapezoidal chunk of metal in there simply moves the point where the stress is concentrated (**Fig.3**). The traditional 'fishmouth' gusset works because when the frame tube flexes, the fishmouth also gives a little, which moves the point where the flex is occurring. In other words, as the stress on the frame increases, the point where the strain is happening moves.

Whilst steel is springy, there comes a point where it bends and stays bent. This is known as 'exceeding the elastic limit' and is something that's best avoided in motorcycle frames as eventually

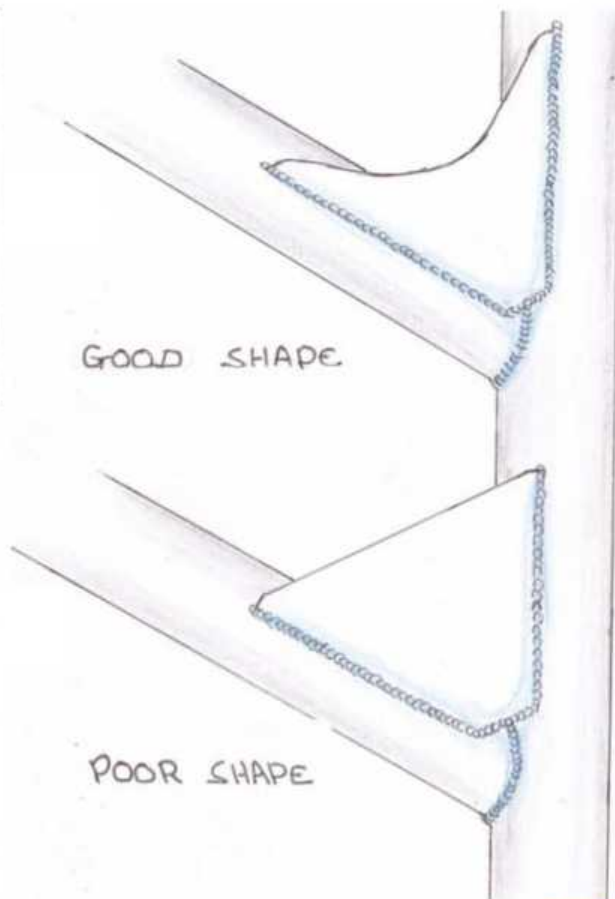


Fig.3

WHILST STEEL IS SPRINGY, THERE COMES A POINT WHERE IT 'EXCEEDS THE ELASTIC LIMIT', SOMETHING THAT'S BEST AVOIDED IN MOTORCYCLE FRAMES AS EVENTUALLY IT LEADS TO BITS DROPPING OFF

it leads to bits dropping off. The horn dropping off is one thing, the forks falling off calls for an entirely different category of incontinence underwear and is clearly best avoided. What the fishmouth gusset does is cause the point where the next bit of flex occurs to move further along the tube towards the hinge of the 'jaws' and, when it's done right so that the point where the flex occurs is permanently shifting, then there isn't a spot where the elastic limit is exceeded and nothing actually bends.

While twin downtubes and a couple of gussets is a perfectly adequate option, it does beg the question, is 'adequate' what you're after? Adding a brace tube from somewhere around half way along the top tube to the bottom of the steering head has advantages, too, and it looks considerably lighter than a pair of gussets but

can cause problems of its own. Steering heads aren't that big, and running a lot of tubes into them makes for some really complicated tube mitres. The next time you see a Harris Magnum, take a look at the steering head and you'll see that there are six tubes spliced into the steering head. The amount of labour involved in making that happen goes a long way towards explaining the price of a Harris Magnum frame. Fabricating a steering head set up that's similar to Harley-Davidson's cast arrangement saves a lot of tube mitring but means making a lot of gussets. (**Fig.4**)

The thing to remember here is that tube isn't especially fond of being bent; it's best at being compressed and quite good at being twisted around its axis. Bridging the downtubes with a short piece of tube and running a brace between the top tube and the short bridge isn't a great solution because what

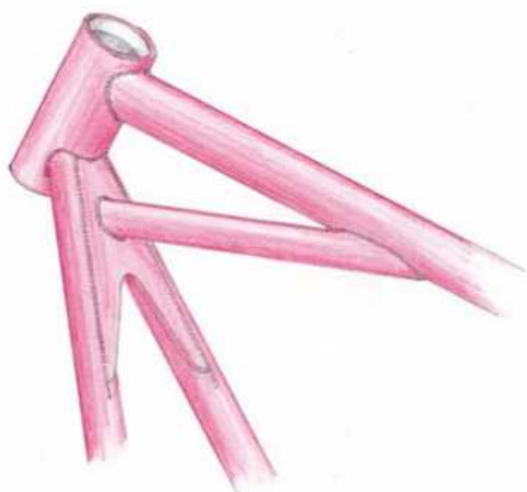


Fig.5

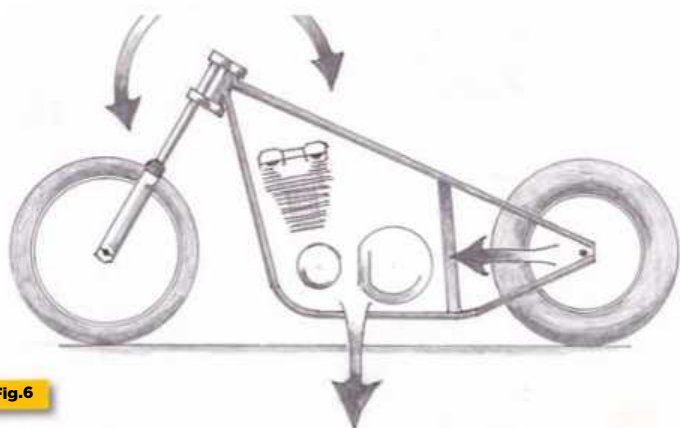


Fig.6

it does is to shift the point where the flex occurs to just below where the short piece of tube joins the downtubes and that frequently causes a crack. Adding a fishmouth gusset between the downtubes and running the brace tube into that, on the other hand, means that the brace tries to push itself between the downtubes and take the gusset with it. This, in turn, means that the gusset is trying to twist the downtubes in line with their axes, or at least very close to it (**Fig.5**).

What tends to break frames at the steering head is either extremes of rake pushing the forks up and down, or extremely modern forks, brakes and tyres with much steeper rakes forcing them backwards under braking (**Fig.6**). Gussets work better when they're being stretched than they do when they're being squeezed. Compressing gussets can lead

to buckling, so, for short forks, big brakes and hard riding, the brace tube onto a gusset set-up is preferable because it's more consistent under hard riding. It's this variation in how good the brakes are, how hard you ride and just what exactly the rake/fork length is that makes it impossible to have a catch all answer as to what's right. That said – and harking back to the original point about welding – I think it's fair to say that a good design that's poorly welded has a better chance of survival than a poor design which has been welded well.

The final point I want to make is about positioning gussets. Gussets should be positioned so that they are tangential to the tube; they should look like the letter 'P' in cross section rather than a lollipop if you like (**Fig.7**). The reason is simply that, when positioned so they look like the letter 'P', they

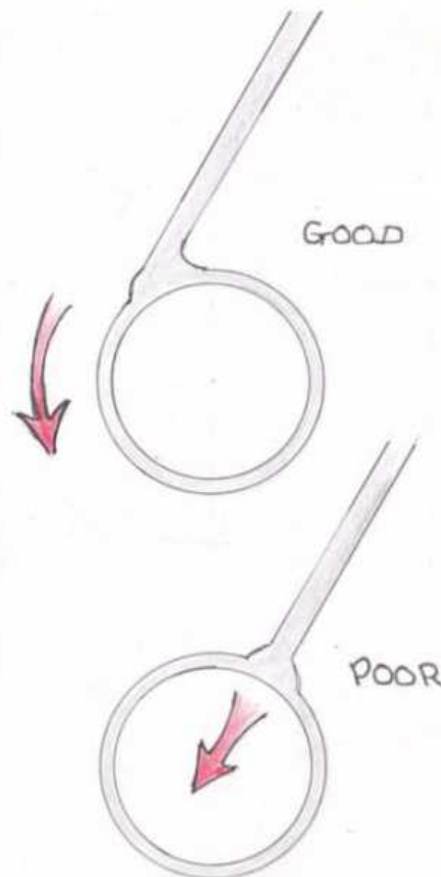


Fig.7



Fig.8

are trying to twist the tube to which they're attached, whereas when located so they look like a lollipop, they are deforming the 'O' of the tube's cross section, meaning things are flexing, bending and heading in the direction of cracking again.

Obviously this means that a single down tube frame like Skinny Minny's should have a fishmouth gusset either side of the frame. Sadly, that doesn't look great and a poorly positioned one will look a lot better (**Fig.8**) but pretty much guarantees that the frame will break. So the question is, how do you get round that? ☒

WHILE TWIN DOWNTUBES AND A COUPLE OF GUSSETS IS A PERFECTLY ADEQUATE OPTION, IT DOES BEG THE QUESTION, IS 'ADEQUATE' WHAT YOU'RE AFTER?



WORDS & PHOTOS: PHIL KENNAMER

WHEELS & WAVES

CITÉ DE L'OcéAN, BIARRITZ, SOUTH OF FRANCE

It's a funny old life. As I headed out of England, the sun was blasting down and the temperature was in the high 70s in old-fashioned Fahrenheit. I was heading for Biarritz where I expected much more of the same, except hotter and with better wine

And what happened when I got to the south of France? It rained. It rained in a sarcastic, Gallic sort of way that make me believe that God – or, in this case, Dieu – had been warned that the British were on their way. Apparently (that French sense of humour again), there had been weeks of sunshine right up until the day before Wheels and Waves began, and then the heavens opened.

Wheels and Waves is a unique event combining motorcycles, art and a certain French savoir faire, the latter unsurprising as it's held in Biarritz, the playground of the rich and famous for well over a century. The wife of Napoleon III built a palace (now a luxury hotel) on the beach, while Queen Victoria and Edward VII were regular visitors. It's still a tourist destination for the well-heeled as well as having developed a surf culture due to its prime position overlooking the Atlantic. That surfer scene dovetails with the whole 'new' scene by which Wheels and

Waves was inspired, although the rumour is that Biarritz is not quite so keen on the annual influx of motorcycles. Although it's only one long weekend a year, locals are already unhappy about the noise levels and there's talk that the event will be moved next year.

But that's next year; this year, despite the rain, saw countless bikes roll into town, with café racers and brat-style machines continuing to be popular. The Wheels and Waves village is the heart of the event and that was unlike the trade area of almost any other show. Instead of an area where traders set up their own mismatched stands, the sixty or so vendors were housed in olive drab tents, all of the same size and look, whether they housed Yamaha, Red Wing or a small company selling retro accessories. It did make finding that stand you'd seen an hour before a little more difficult, but that was an excuse to wander back down the 'shopping' parade, as well as diving in and out when the rain started again. Quite a few of the tents had rather fancy sofas which is always welcome.





THE SIXTY OR SO VENDORS WERE HOUSED IN OLIVE DRAB TENTS, ALL OF THE SAME SIZE AND LOOK ... QUITE A FEW OF THE TENTS HAD RATHER FANCY SOFAS WHICH IS ALWAYS WELCOME

Meanwhile, the Art Ride show was held in the Garage Foch, an abandoned workshop near the centre of town. While it's fashionable to hold such shows in artfully dilapidated buildings, the Garage Foch was genuinely, well, falling apart, as the artists attempting to hang works found when they discovered that the rain falling outside was also seeping down the walls! Although Art Ride contained a number of bikes like Fred Krugger's Ducati Scrambler, Shinya Kimura's MT-07 (as seen on the cover of the last issue of 100% Biker) and Lucky Cat Garage's wonderful 'Who Needs 9 Lives' Sprintbeemer, it's easier to call it an art show; it's an accurate description because there was a plethora of photographs, paintings (including some by former Clash bassist-turned-motorcycle-artist, Paul Simonon), Ornamental Conifer's instantly recognisable decorated jackets and other media on display. My favourite exhibit was the rather curious celebration of the 150th anniversary of the Stetson. Yes, as in the ubiquitous hat of cowboys, ranchers ☛





IT'S FASHIONABLE TO HOLD SHOWS IN ARTFULLY DILAPIDATED BUILDINGS, BUT THE GARAGE FOCH WAS GENUINELY, WELL, FALLING APART

and Republican presidential candidates. However, the stars of the show for me were Jeff Decker's sculptures. As an added bonus, Decker was present, along with his famous Crocker which had been shipped all the way from Utah.

The French have always had a passion for *toutes choses américains* or all things American, as the many Route 66-inspired accessories, plaques and clothes on sale proved. It's unsurprising then that Harley-Davidson now provides sponsorship for Wheels and Waves, but it shares that stage with BMW, Moto Guzzi, Ducati, Triumph and Yamaha. This corporate involvement has brought financial stability without seeming to impact on the event or, at least, so far.

Although the showers continued through the weekend, many visitors still took the chance to ride the astounding roads around Biarritz. Most chose the route from Biarritz to Jaizkibel, a picturesque road that winds along the Cote Basque and up into the mountains. The view at the top over the coastline and as far as Spain was breathtaking, even in the cloud. There was also the attraction of the Punks Peak hillclimb which originally started as a street race a couple of years ago. Realising the draw of this race, but the problems that it could cause if things went wrong, the Southsiders MC, organisers of Wheels and Waves, have made it into a proper event with medical and marshalled back up. There are no trophies, no cash prizes, just the bragging rights of being the winner, but it now attracts a large field of enthusiastic competitors, from people running their daily street bikes to




purpose-built drag bikes. This year the likes of Shinya Kimura and Alan Stulberg of Revival Cycles in Texas took part; while it's enjoyable to see these 'celebrities' take part, hopefully it won't take away from the intrinsic 'run what you brung' ethos of the racing. As with last year, Seb Lorentz of Lucky Cat Garage was the eventual winner on the Sprintbeemer.

Due to the weather, some of the evening entertainment had to be cancelled, which just allowed for more eating and drinking time. As this is coastal France, the food spanned not only typical French cuisine, but seafood and, influenced by its proximity to Spain, tapas. No dubious-looking thin burgers in cotton wool rolls here, the only burger I found appeared to have been constructed around a half a side of cow. It may have been called La Route 66 Burger.

While the town of Biarritz has, to date, provided an amazing backdrop for Wheels and Waves, I could also envisage this event transplanted to another location without suffering unduly. Perhaps that's a sign that Wheels and Waves has come of age; that it isn't dependent on its pretty surroundings.



Oh, and on Sunday afternoon, just as I was leaving, the rain stopped and the sun shone for the first time in five days. You could almost hear that French god sniggering... ☘

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To make this your 'one-stop shop' for events and give you all the lowdown you need in one place, we try to include as much information as possible. So please include a brief list of attractions, ticket prices and contact details and continue making the 100% Biker events diary the only one you'll ever need. Send events details to **Events, 100% Biker, 1 Marcher Court, Sealand Road, Chester CH1 6BS** or email editor@100-biker.co.uk

AUGUST

27-30th Aug: Independent MCC's 6th Chillax Summer Rally at Farrington Gurney FC Recreation Ground, Church Lane, Farrington Gurney, Bristol, Avon BS39 6TY. Ride in custom show, live music, etc. £12 on the gate. For more details call 07827 328016.

28-30th Aug: Wolfpack MCC's Yeknod Rally at Island Farm Donkey Sanctuary, Old Didcot Road, Brightwell-cum-Sotwell, Wallingford, Oxon OX10 0SW. Bike show, live bands, silly games, food, cheap bar. £15 on the gate. Ring 07713 481152.

28-30th Aug: 13th Orkney TTT Rally. Live bands, trophies, silly games, home cooked food, late bar, etc. £25 on the gate. No children. For info or ferry discount, ring 01856 841502.

28-30th Aug: 7th No Bull Just Beer & Bikes Rally at Penmaenau Farm, Bwlth Wells, Powys LD2 3RD. Bike and trike show, rock disco, live bands, 100ft waterslide, tattooist, late bar, indoor venue, etc £25 on the gate. Ring 07500 850663 or 07970 898005 or visit www.nobullbeerandbikers.co.uk.

28-30th Aug: Teesriders MCC's 16th Rusty Nuts Rally at Tunstall Riding Centre, Nunthorpe, Middlesbrough, North Yorkshire TS7 0NU. Bike show, trophies, live bands, cheap beers and spirits. £20 on the gate. Badges with first 300 tickets. Ring 01642 644858 or 01642 647568 or visit www.teesriders.com.

28-30th Aug: Brothers Over The Hill MCC's Dwent N Did It Rally and Custom Show at Amber Valley Rugby Club, Lower Somercotes, Derbyshire DE55 4NQ. Live bands, stalls, very late licence, etc. £20 on the gate. Ring 07837 118516 or 07557 539465.

28-30th Aug: Streetfighter Riff Raff's Summer Bash at Brighton Ferry, Brighton, Selby, North Yorkshire YO8 6DH. Visit www.streetfighter-riffraff.com.

29th Aug: Charity Bike Show at the Ferry Boat Inn, Ferry Hill, Gorleston, Norfolk NR31 OPD. Bikes, burgers, beer, live music. 12-noon onwards. In aid of the Fire Fighters Charity.

29th Aug: Lincoln Autojumble at Hangar Number One, Former RAF Base, Hemswell, Lincs DN21 5TJ. Pitches from £10. Free admission. £2 car parking. 6.30am-12.30pm. For info ring 07816 291544 or visit www.lincolnautojumble.com.

29-30th Aug: Nailsea 6th International Bike Show at Nailsea & Backwell Rugby Club, West End Park, West End, Nailsea, Somerset BS48 4BY. Bike displays, live music, craft stands, bike jumble, bars, etc.

29-30th Aug: Wings and Wheels at Dunsfold Park, Cranleigh, Surrey GU6 8TB. Air stunt show, motoring show, military zone, wheels zone, evening entertainment, fairground, simulators, stalls, stunt zone, etc. 9am-9pm. Ring 01483 542226 or visit www.wingsandwheels.net.

30th Aug: Warlocks MC's Poker Run. Starting from Yardbirds Rock Club, Church Street, Grimsby, Lincs DN32 7DD. £5 entry. 11am start. Last entry 12.30pm. In support of Lincs & Notts Air Ambulance.

30th Aug: Noah's Ark Custom Show at the Noah's Ark, Hillfoot Road, Shillington, Herts SG5 3NS. Prizes, live music, fish and chip van. 1pm start. Free entry. Ring 01462 711611. In aid of Macmillan Nurses.

30th Aug: Unwanted MCC's Bank Holiday Funday at the Rockbar, Shobnall Sports & Social Club, Shobnall Rd, Burton on Trent, Staffs, DE14 2BB. Barbecue, bar, games, football challenge. 10am start. Details on 07988 521400.

30th Aug: Black Thorn MCC's Run In The Sun Sponsored Ride Out & Fun Day at the Thorn Tree, Market Place, Ripley, Derbyshire DE5 3HA. Live music, stalls, silly games, raffle burger van, bouncy castle. 12-noon start. In aid of Let's Raise The Roof (Parkwood Care Centre). For details, see 'BlackThornMccPage' on Facebook.

30th Aug: Harley Day with Warrs H-D at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit www.acecafeevents.com.

30th Aug: Brotherhood Charity Bash at the Victoria Bikers Pub, Whitwick Road, Coalville, Leics LE67 3FA. Custom show, live music, camping, bar. Ring 07791 546742.

31st Aug: Kent Chrome & Cruisers at Abbey School, London Road, Faversham, Kent ME13 8RZ. Custom and classic show, live bands, autojumble, stands, kids' play area. £5 entry. 10am-4pm. Details from 07903 339466.

SEPTEMBER

1st Sept: NCC Berkshire's Bike Night at the Pinewood Bar and Café, Unit 8, Pinewood Leisure Centre, Old Wokingham Road, Wokingham, Berkshire RG40 3AQ. 7pm start. Hot meals until 9pm. Ring 07577 434987 or see www.ncc-berkshire.co.uk.

1st Sept: And every Tuesday thereafter. Cambridge Sockit Motorcycle Meet at the Missing Sock, Finders Place, Newmarket Road, Cambridge CB25 9AQ. 6-10pm.

1st Sept: And every Tuesday thereafter. Bike Night at the Pit Stop Diner, Bowesfield Lane, Stockton on Tees TS18 3HJ. 5-9pm. Ring 01642 653460 or visit www.thepitstopdiner.co.uk.



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1st Sept: And every Tuesday thereafter. Two Wheel Tuesday at the Ox & Plough, The Green, Old Buckenham, Norfolk NR17 1RN.

2nd Sept: And every Wednesday thereafter. Biker Night at the Station Café, Station Road, Alton, Hampshire GU34 2PZ. Home cooked food. 5pm start. Ring 01420 82205 or email cyau@gmail.com.

2nd Sept: And every Wednesday thereafter. Dragon Knights MCC's Effingham Bike Night at RBL, Lower Road, Effingham, Surrey KT24 5JP. From 8pm.

2nd Sept: And every Wednesday thereafter. Bike Night at the Moth and Lantern, Town Street, Cottam, Notts DN22 0EU. 5pm start. Hog roast, barbecue.

2nd Sept: Wetherby Autojumble and Classic Meet at Wetherby Racecourse, York Road, Wetherby, North Yorkshire LS22 5EJ. Vehicle-only autojumble, undercover pitch and free cuppa for any classic motorcycle over 25 years, competition motorcycles feature. Opens at 8am. £2 entry. Ring 07931 770494 or visit www.wetherbyautojumble.co.uk.

3rd Sept: And every Thursday thereafter. Bike Night at the Iron Horse Ranch House, High Street, Market Deeping, Cambs PE6 8EB. Food and drink, all welcome. 6.30-11pm.

3rd Sept: And every Thursday thereafter. Bikers Night at the Warley Cross Café, Brandesburton, Drifffield, East Yorks YO25 8EW.

4th Sept: Bike Night at Jacks Hill Café, Watling Street, Towcester, Northants NN12 8ET.

4th Sept: And every Friday thereafter. Bikers Night at the Whitwell & Reepham Railway, Whitwell Road, Reepham, Norfolk NR10 4GA. Beer, barbecue cakes, tea and coffee. Ring 01603 871694 or email infor@whitwellstation.com.

4-6th Sept: The Trip Out at Scald End Farm, Thurleigh, Bucks MK44 2DP. Visit www.thetripout.co.uk for info.

4-6th Sept: HAMC Kent's 6th Family Yard Party at Angel Farm, Ropers Lane, Ratcliffe Highway, Hoo, Rochester, Kent ME3 8PT. Custom show, live bands, real ale and cider, stalls, kids' entertainment, raffle, etc. £12.50 on the gate. For details see www.hellsangelsmckent.com.

4-6th Sept: Wozwolf RC's 17th Wozwolf Rally at a site near Matlock Bath, Derbyshire. £16.50 prebook. Tickets (cheques payable to Wozwolf) from PO Box 9993, Hinckley, Leics LE10 9EH. Ring 07770 367404.

4-6th Sept: Children of the Sun's Wonky Winky Honky Tonky Lanky Stinky Dinky Heehaw Do at the Rose & Crown, Southport Road, Leyland, Lancashire PR26 8LP. Live music, bonfire, barbecue, camping, raffle, etc. £10. 120 limit. Contact x-pig@blueyonder.co.uk or chrisspower36@hotmail.co.uk.

4-6th Sept: Two Hats MCC's 3rd Lets Get Two Hatted Rally at Tablers Wood Scout Campsite, Carr Lane, West Cowick, Goole, Lincs DN14 9EA. Live music, Smacked Arse Comedy Show, Emergency Services themed fancy dress, stalls, sill games, food, etc. £20 on the gate. 350 limit. For info, ring 07716 134132 or 01472 238485.

4-6th Sept: United Bikers MC Sodbury's Charity Bike Show at Cog Mill Farm, Bristol Road, Frampton Cotterell, Bristol BS36 2AP. Live music, bike show with trophies, very late bar. £6 per day or £10 for weekend. For details, ring 07884 422179 or visit www.unitedbikersmc.co.uk. All profits to Care for Casualties.

4-6th Sept: 25th Stormin' The Castle at Witton Castle, Witton le Wear, Co Durham DL14 0DE. Live bands, bike show, 3 bars, traders, food court, camping. £40 on the gate for bikes/trikes only. For more information, ring 0870 225 8352 or visit www.storminthecastle.co.uk.

4-6th Sept: Lone Wolves Brotherhood's Howl at the Moon Rally at Larne Rugby Club, Main Road, Glynn, Larne, Northern Ireland BT40 3HG. Live bands, tattooist, alternative bike show, games, food. £12 including patch. For details, see Facebook.

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4-6th Sept: MAG South East's Lock Up Your Sheep Rally at Middle Farm, Firle, East Sussex BN8 6LJ. £20 on the gate. Details from 07855 111946 or email magsheepally@gmail.com.

4-6th Sept: Sarnians MCC's Smaaash Fest 5 on Guernsey, Channel Islands (signed from L'Eree). Free entry. Visit www.facebook.com/Smaaashfest.

4-6th Sept: Salutation MCC's Wakinyan Rally at Birch Coppice, Watling Street, Dorton, Tamworth, Staffs B78 1SY. Live bands, messy games, ride out, 24 hour security. £15 on the gate. 350 limit. Details from www.wakinyanrally.co.uk. Cars BPA only.

5th Sept: Rufforth Autojumble at Rufforth Park, York, North Yorkshire YO23 3QH. Ring 01904 738620.

5-6th Sept: Kustom Kulture Blast-Off 6 at the Lincolnshire Showground, Grange-de-Lings, Lincs LN2 2NA. For more details, visit www.kustomkultureblastoff.com.

6th Sept: Baz/Tigs's 35th Birthday Memorial Bike Show at Clopton Village Hall, Manor Road, Clopton, Suffolk IP13 6QN. Bike show with trophies, live music, bar, kids' games. £2 entry. 12 noon-5.30pm. In aid of Survivors of Bereavement and Battersea Dogs' Home.

6th Sept: Bedfordshire NCC's Custom & Classic Show at the White Horse, Husborne Crawley, Beds MK43 0XE. Live music, prizes, trade stalls, ice cream. 11am-4pm. £4 entry.

6th Sept: 9th Merseyside Pirate Run. Leaving from the Swinging Arm, Church Street, Birkenhead, Wirral CH41 5EG at midday to ride to the RNLI Station at West Kirby. Live bands, partying, chance to dress as a ghostly pirate.

6th Sept: Essex Air Ambulance's Motorcycle Run and Harwich Family Festival at Ford Dunton Technical Centre, Laindon, Basildon, Essex SS15 6EE. £10 on the gate, £15 for rider and pillion. Ring 0345 241 7690.



6th Sept: Wheels of Steel at the Tank Museum, Bovington, Dorset BH20 6JG. Show £2, museum £11. Ring 07775 330416.

7th Sept: Kingfisher Bike Night at the Kingfisher Café, Coast Road, Walcott, Norfolk NR12 0AP. Prize for best bike, food available, open to all. 6.30pm start. Ring 07737 602776.

7th Sept: And every Monday thereafter. Green Man Motorcycle Night at the Green Man, Main Street, Mursley, Bucks MK17 0RT. 6pm start.

11-12th Sept: Twisted Iron: The Happening at the Black Horse, Aylesbury Road, Great Missenden, Bucks HP16 9AX. Covered bike show, showcase for self build and customised bikes, camping, bar, live music, dancing and more. Visit www.twistediron.co.uk.

11-13th Sept: PLEASE NOTE: Last Wolf NCC's 22nd Full Moon Rally is CANCELLED.

11-13th Sept: Tiger MCC's 20th Soggy Moggy Rally at Woodgreen Animal Shelter, Godmanchester, Cambs PE29 2NH. Live bands, silly games, bike show, Mr Rally, real ale, trade stands. £20 prebook. In aid of Woodgreen Animal Shelter. Tickets (cheques payable to Tiger MCC) from Soggy Moggy Rally, PO Box 942, Sawton, Cambs CB22 3FQ. Ring 01223 563044 or visit www.tigermcc.co.uk.

11-13th: MRA's 5th Cloverleaf Rally at St Peters Sports & Social Club, Netherseal, Swadlincote, Derbyshire DE12 8DB. £15 on the gate. Live music, late bar etc. Ring 07954 032305.

11-13th Sept: Yer Tiz Bike Rally at North Tawton Rugby Club, Fore Street, North Tawton, Devon EX20 2ED. Bike show, real ales, ride out, bonfire, barbecue, stalls, etc. £12 prebook or £15 on the gate. 350 limit camping. For details see www.yertizbikerrally.co.uk or ring 07790 277340. In aid of Blood Bikes and Motorcycle Outreach.

12th Sept: North Devon MAG's Ilfracombe Bike Show on seafront, Ilfracombe, Devon. £3. In aid of Motorcycle Outreach, Devon Air Ambulance and MAG. Ring 0844 2480174 or email northdevonmag@hotmail.co.uk.

12th Sept: South Midlands Autojumble at the Livestock Centre, Ross-on-Wye HR9 7QQ. Free parking, catering, public admission from 9am. £3 entry. Ring 01989 750731 or email johnharding197@live.co.uk.

12th Sept: York Auction Centre Autojumble at York Auction Centre, Murton Lane, Murton, North Yorks YO19 5GF. 8am-1pm. Stalls from £10. Public entry free. Ring 01904 489731 or visit www.ylc.co.uk.

13th Sept: Shelsley Bike Festival at Shelsley Walsh Hill Climb, Shelsley Walsh, Worcs WR6 6RP. £10 prebook or £15 on the day. For details, see www.shelsleybikefestival.co.uk.

13th Sept: 10th Annual Bra Run. Leaves from Bridgwater College, Bath Road, Bridgwater, Somerset TA6 4PZ at 10.30am. £10 per motorcycle (125cc+ only). Free patch for first 200 bikes. See 'Bra Run Riders' on Facebook.

13th Sept: Bike Show at the Stopsley Workingmen's Club, Putteridge Road, Luton, Beds LU2 8HG. Trophies, food, beer, etc. 12-4pm. Free entry. More details on 07956 202541.

13th Sept: Highwaymen MCC's Annual Ride Out. Leave from the Highway Inn, Hillhall, Lisburn, Co Antrim BT27 5BU. £5 donation per person. Refreshments on returns. Visit www.facebook.com/highwaymenmcc for more information.

13th Sept: Thunder Valley Riders Last Chance Classic & Custom Show at MFN, Shipley Gate, Eastwood, Notts NG16 3JE. Trade stalls, autojumble, bar, food. £3 entry. 10am start. Show entries in by 1pm. For more information call 07716 876148.

13th Sept: Garstang Autojumble at Hamilton House, Garstang, Lancashire PR3 0TB. Indoor and outside stalls, refreshments on site. 9am-1pm. £3.50 entry. For more information ring 07836 331324 (daytime) or 01772 323654 (6pm-8pm) or visit www.garstangautojumbles.co.uk.

16th Sept: Grinning Idiots MCC's Burger 'n' Bike Night at Ynysddy Progressive Club, Commercial Street, Newport NP11 7JN. 7pm start.

17-20th Sept: The Rejects Brotherhood's Drink, Drop and Doss Rally. The Elham Valley, Canterbury, Kent CT7 9QG. Bike show with trophies, live music, real ales, great bar, family friendly. Ring 07849 268387 or visit www.rejectsbrotherhood.co.uk.

18-20th Sept: East Yorkshire MAG's Spat At The Tsunami at the old Farmyard Party site (in the valley), Duncombe Park, Helmsley, North Yorkshire. Bands, bonfire, comedy show, etc. 500 limit. £20. Ring 0800 988 3199.

18-20th Sept: Dambusters MCC's Grasslanding X at Golcar Cricket Club, Swallow Lane, Golcar, Huddersfield, West Yorkshire HD7 4NB. Live music, 1940s fancy dress on Saturday, proper toilets, good food. £12 prebook or £15. 300 limit. Tickets (cheques payable to Dambusters MC from Steve 10, Eastdean Road, Leeds, West Yorkshire LS14 1HQ. Ring 07899 996561 or 07775 885591.

18-20th Sept: Dregs MCC's 25th Window Lickers Rally at the Brownlow Arms, High Marnham, Newark upon Trent, Notts NG23 6SG. Live music, rock DJ, beer, riverside location, free tea and coffee. £16 prebook or £20 on the gate. Visit www.dregs-mcc.com for tickets and details or ring 07954 993750 or 07759 498054. No fires or fireworks.

18-20th Sept: Beartown Bikers' Bike Show/Bear Festival at the Church House Inn, Buxton Road, Congleton, Cheshire CW12 2DY. Free. Limited camping. Ring 07838 790631 or email triumphstu@hotmail.com for more information.



Actual size

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5th Cloverleaf (Festival) Rally September 11th/12th/13th 2015.

Held on the 5 acre 1,500 capacity event sports area field of St Peters Sports & Social Club, Main Street, Neatherseal, South Derbyshire, DE12 8DB within a separate min size 100ft x 40ft marquee. Bar & music Fri 18-00 - 12-30am, Sat noon - 12-30am. (no animal poo on this site!).

Friday 11th 7-00 - 9-30 **Mia & the Blackhawkes** who played at the late May 2014/15 **Glastonbudget** music Festivals & many bikers pub gigs.

10-00 - 12-30 **V.8** a popular rally band with 2x1 hour sets. **Tonto rally DJ** throughout.

Saturday 12th 7-00 - 9-30 **8 Ball Joe** a wide selection of classic rock covers.

10-00 - 12-30 **Egypt** a rare Midlands area bikers gig for this top rock & blues & many other bands. *see all bands websites for their full set lists and be amazed! Do not miss this one as tears regrets will follow! The 4 bands make a stunning line up, at a normal rally price cost. The dog thinks so!

The pre-book cost is £12 with badge reserved 200 on site, last post to us on September 3rd, to: MRA Promotions, 39 Bray's Lane, Stoke Green, Coventry CV2 4DT please enclose a s.a.e. On site cost Fri + Sat £15, Sat only £12. *the cost is reduced compared to our B.S.H August copy advert as we do not have to hire an expensive Country Park* see Facebook;- MRA Cloverleaf for late band or other changes. No problems with B.Y.O but no glass allowed in site please, as a sports field. Any gain from the rally will be donated to the setting up of a mechanical youth club likely to be in either Corby or Coventry. M.R.A Coventry & Warwickshire rally touring club meet every Sunday at 8pm at The Humber Hotel, Humber Road, Coventry CV3 1BA from Sunday August 9th with the intention of supporting MRA's fund raising events. All ages welcome from 16-60 plus. No objection to learner riders attending. During August our website is under construction will be viewable at;- mrauk.org



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YAMAHA BOBBER: 2003 XV1100-engined bobber. Hardtail frame. 1100 miles. MoT to Oct. VGC. Paint and chrome very good, plenty of tread on tyres. Engineer's report. Photos don't do it justice. £3500. Ring 07754 005698. (Somerset).



HARLEY EVO BOBBER TRIKE: 1979. OEM H-D springer front end. A proper trike with attitude. Spec way too much to list. Ground-up rebuild in 2015. Properly registered. £14,995. Might consider PX for bike or trike up to £5000, looking for black/black H-D XR1200X, Guzzi 7, Benelli TNT 1130, late model Street Bob. Ring 07768 060162. (Glasgow)

YAMAHA FJ 1100: 1984. Custom Mad Max rat style streetfighter. Black. MoT and tax. Log book and manual. Donor bike and spares. £1200 or swap for any 1980-81 hardtail chop. Ring 01245 361358 or 07547 477005. (Glos)



THE HOLY GROWL: I have a current obsession with Kawasaki Triples and '70s Tridents and I need to own a waltzer! Basically this is TDM and TRX Yamaha in a Briz/CCD frame. Best description in #195 of 100% Biker. Very comfortable, extremely loud and pretty quick, but you need to be tall! Ring 07733 942264 to discuss price.



HONDA SHADOW: 1997. R reg. 14,000 miles. Street Individual. 583cc. Yellow and black. Year's MoT. Lots of new bits. Aftermarket exhaust - sounds wonderful. New seat. Cruise control. Saddlebags. Very reliable bike. I have done many miles and had no problems whatsoever. Very stable, comfortable and easy to ride. £1500. Ring 07900 922788. (Essex)

HONDA SH300 SCOOTER: 2008. Automatic. MoT to March 2016. Silver. ABS. Top box, front screen. 24,000 miles. £995 ovno. Ring 07772 797112. (Derbyshire)



SUZUKI BANDIT GSF650 SA K6: 2006. 21,333 miles. Year's MoT. Blue. New rear tyre, heated grip. Great little bike, all stock and good to go. £1800. Ring 0208 500 9025. (Essex)



BOOM F11 TRIKE: 2002. Peugeot GTi engine, 5-speed gearbox plus reverse. Top of the range. Smooth, reliable, economical (45mpg), cheap to tax, dream to ride. 360 LED lights with remote control. 3 sets of keys. Handbook. £12,222. Ring 07793 972555. (Notts)



SUZUKI VS750 V-TWIN: 1987. MoT to March 2016. One of a kind. Much time and money spent. Custom paint, engine runs sweet with lots of torque. Reluctant sale due to purchase of another bike. £2995. No offer. Ring 07707 761992. (Lancashire)



HONDA GL1800 GOLDWING TRIKE: 2005. 7159 miles. 30th anniversary model. Irish reg. Irish/UK spec. Lights and radio. Motortrike conversion with towbar and handbrake. One owner from new. Spoiler, chrome trim. 10 mins from Rosslare ferry port. No salt corrosion - fair weather bike! £19,995. Ring 00 353 872 609953. (Co Wexford)



SUZUKI VL800 VOLUSIA BOBBER: 2002. Lowered. Original frame, engine and forks. One-off seat, mudguards, sidemount plate. Custom-made exhausts with small baffles. Turns heads everywhere. Dream to ride. Old school looks with modern Suzuki reliability, power and comfort. £4999. PX considered. Ring 07432 147689.



KAWASAKI KZ440: 6 months MoT. Nice bike built to high standard. Loads of receipts and bag of spares. Rear brake needs work, fuel cap leaks a little and paint has faded but this bike hasn't missed a beat. Selling to buy bigger bike. £1495. Ring 07527 713823.

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TAIL PIECE

Mud on the tracks



Rick Hulse is the chairman of the NABD, the National Association of Bikers with a Disability, and the front man for the Smacked Arse Comedy Roadshow and is no mean comedian himself. He's been writing columns for biker magazines for years now under a variety of pseudonyms and we here at Biker are proud to have him here writing as himself.

Amongst my Tail Piece articles in previous issues of 100% Biker I have attempted to explain certain issues relating to the organisation of motorcycle rallies, particularly those issues that cause a lot of controversy such as why NABD rallies do not permit dogs and why they don't allow people to bring their own beer. I'm pleased to say that the people who have read the explanations behind these issues have generally been far more understanding of the problems we face in organising events and the reason for certain restrictions.

In the hope of fostering similar understanding I would like to address some of the complaints we get when the weather turns to shit on the weekend of an outdoor green field event.

Generally speaking, we chose venues for our outdoor events that have well-drained land that is not too lumpy and has room to allow an adequate number of nice wide clearways to make it easier and safer for vehicles and people to move about the site.

However, when heavy rain hits the site, either just before or during an event, there will always be certain places where the ground suffers greater damage due to higher usage. The obvious problem spots tend to be the site entrance, access points from camping areas to the event arena and the entrances to marquees.

Sometimes, when the layout of

the event allows, new entrances can be opened into marquees and the previously churned up areas can be closed off, but there are obvious limits to that option. When it comes to the event's main entrance and access and egress for camping to arena there is rarely any realistic way to bring alternatives into play.

It is at times like these that we get inundated with people demanding that we bring in bales of hay to scatter into the muddy spots or that we hire track-matting, which comes in various forms but essentially is supposed to provide a firm surface for people and vehicles. I don't have space here to go into the dozens of reasons why this is not as simple a matter as people think, so I will concentrate on the main problem.

To put it plainly, if you do happen to drop your bike in the mud because you have no idea how to ride on anything other than tarmac, the liability for damage to your bike or yourself is your own. However, if you drop your bike on some wet muddy track matting or a mixture of straw and mud that has been supplied by us, then that liability falls on the event and as sure as shit stinks you will put a claim in against our public liability insurance. Each time that happens, our premium would rise and it wouldn't take many claims before our event went the way of the dodo because we could no longer afford the public liability insurance.

I was discussing this very issue with a fellow event organiser just a few days ago and he told me that the insurance on his events has gone up from about £800 to over £6000 in the last ten years! So, as you see, what may appear to be a simple and straightforward solution to you throws up a minefield of pitfalls to us as event organisers.

On a more personal note, it is with some sadness that I have decided to make this my last Tail Piece article. 100% Biker will always have a special place in my heart as the first magazine where I wrote a regular column under my own name and I will continue to submit event reports and news items about the NABD, but, as the author of the Tail Piece column, I bid you all a fond farewell. Adieu mes amis.

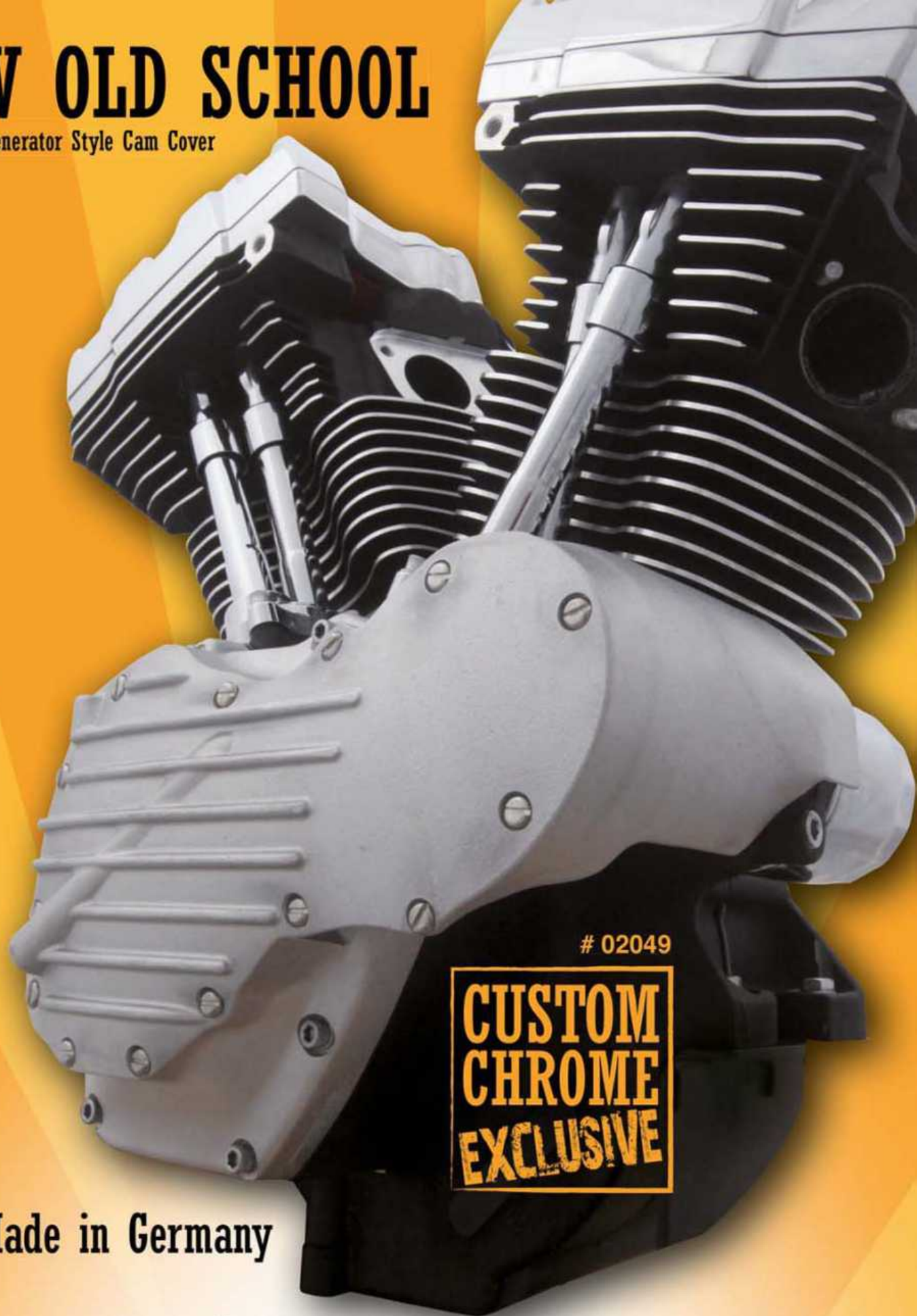
We would like to thank Rick for his many frequently thought-provoking columns over the years and, in particular, the insight that they've given into the invaluable work of the National Association for Bikers with a Disability. When Rick started off doing a little bit of fundraising for disabled bikers in 1991, he couldn't imagine what a valuable – no, essential – resource the NABD would become. Quickly realising that an organisation like NABD was necessary, and having just had an accident himself, Rick agreed to take on the Chairmanship of the newly formed NABD for twelve months.

Next year, he will celebrate 25 years at the helm of the NABD and, over that time, he has been an indefatigable force in helping many, many bikers. In addition, he's improved rallies (not just NABD events, but upping the bar for every rally) and, of course, brought a true innovation to bike events in the shape of his Smacked Arse Comedy Show. The biker scene is a better place for his presence.

It is at times like these that we get inundated with people demanding that we bring in bales of hay to scatter into the muddy spots or that we hire track-matting

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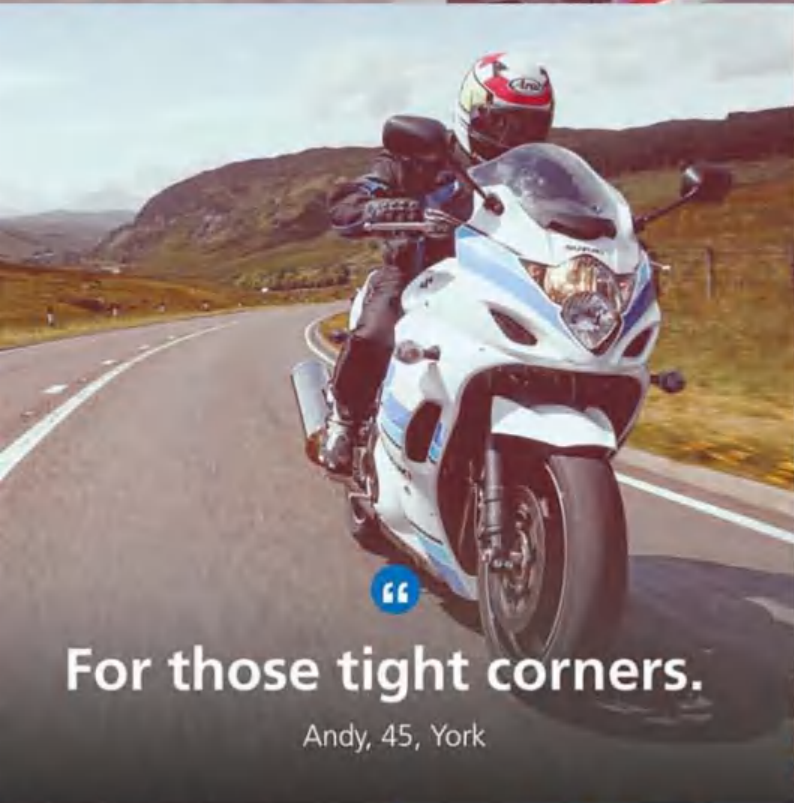
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